

NATAL



ILLUSTRATED
OFFICIAL
RAILWAY
GUIDE AND
GENERAL
HAND BOOK

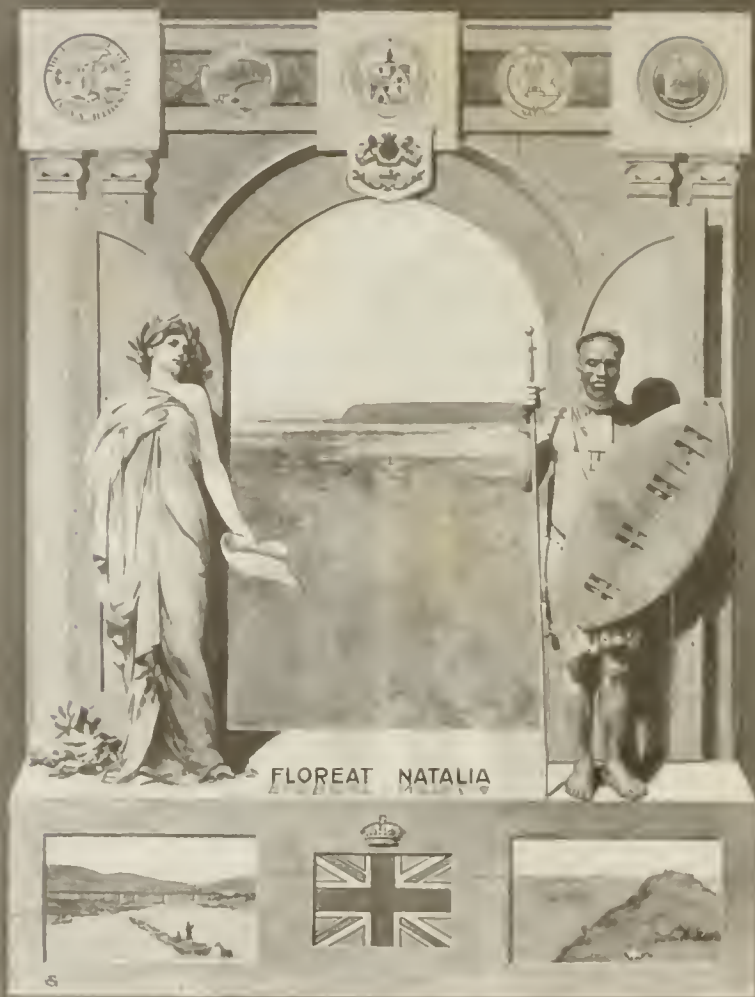


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NATAL:

OFFICIAL ILLUSTRATED RAILWAY GUIDE
AND
GENERAL HANDBOOK.





NATAL

AN ILLUSTRATED
OFFICIAL RAILWAY GUIDE
AND HANDBOOK OF GENERAL
INFORMATION. COMPILED & EDITED BY
C. W. FRANCIS HARRISON.

PUBLISHED BY AUTHORITY.

LONDON : PAYNE JENNINGS,
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MDCCCIII.

PREFACE.

WITH the establishment of a firm and honourable Peace, there dawns on the Sub-Continent of Africa an era of prosperity more resplendent than any it has ever known; and in the conception and realisation of the vast developments which will surely rise from the ashes of the past Natal may be relied upon to contribute her portion as cheerfully as she shared the sorrows, labours, and misfortunes of the late inevitable war.

Some years anterior to the struggle, the South African States were but little heeded by the outside world, and in this neglect and disregard. Natal, with its delightful scenery, its great farming advantages and mineral wealth, its varied peoples and immense possibilities, was perhaps the greatest sufferer. Now the veil of obscurity has vanished; it is no longer erroneously regarded as a shire of Cape Colony, but is well known to be a large self-governing State, and is universally renowned as one of the most desirable and interesting portions of South Africa.

Numbers of emigrants are proceeding to Natal, and to meet the requirements of these and other colonists, tourists, and travellers, this manual, containing the most recent information anent the Colony, has been compiled.

The volume is composed of two Books. The **FIRST BOOK** is a complete Guide to the Port, Railways, Battlefields, Towns, Villages, Industries, and Attractions of Natal, embodying also brief articles upon the adjacent States, the Natal railways affording the **quickest and prettiest route to the Transvaal and other Colonies.**

The **SECOND BOOK**, which is also an official work of reference, gives in Hand-book form full and accurate information of a wide range and general character, useful to one and all.

An endeavour has been made to give a faithful picture of Natal, its features and many attractions as they stand at the present juncture. In this earnest task the former official guide (1895), an excellent compilation by Mr. J. Forsyth Ingram, F.R.G.S., has been of the most valuable assistance. But the Colony has advanced so exceedingly within the last eight years, that the material of the First Book is almost wholly new, while that of the Hand-book has been re-arranged, augmented, and revised.

It may be as well to point out, however, that while Natal realises the desirability of attracting to her shores farmers, traders, manufacturers, miners, mechanics, and other suitable emigrants, none but the best fitted and most energetic should seek to open up "fresh woods and pastures new," for, as it has been truly said, although the

Colony wants new blood, it must be accompanied by bodily muscle and mental grit. The battle of life may not be so fierce as it is at home, but it is equally arduous, and demands the utmost virility and moral stamina, ability, energy, and enterprise. In all instances, too, emigrants to Natal should, before embarking, acquire full information through the most reliable sources as to their particular trade or calling, and acquaint themselves as far as possible with the general conditions of life obtaining in the Colony. The latter is especially necessary in the case of invalids.

The publication, it will be observed, is profusely illustrated. The majority of the views have been specially taken to give a representative idea of the beauty, interest, and attractiveness of the land, and to harmonise with the descriptive portions of the work. The photographer to the Railway Department, Mr. S. S. Watkinson, and his assistant are deserving of the highest commendation for the care and artistic skill which they have employed in their comprehensive task. Acknowledgments are also due to other photographers for readily consenting to the reproduction of various views. In addition, the volume contains several other serviceable and interesting features, such as the street plans of the chief towns, Durban and Pietermaritzburg; a map of Ladysmith, showing the surrounding historic portions of the country in elevation; a large bird's eye map of the entire war district, with full notes and references; and a General and Railway map of the Colony. The maps and plans which have been most carefully compiled in the Official Departments concerned, are furnished with the fullest detail. To all who have participated in their compilation cordial thanks are hereby tendered.

In conclusion, the compiler also desires to express his gratitude to the courteous officers of the several Government and Municipal Departments, the experts on various subjects, and many other public and private gentlemen who have rendered such willing and valued co-operation and assistance during the preparation of this work.

C.W.F.H.

DURBAN,
NATAL

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FIRST BOOK.

GUIDE TO THE RAILWAYS OF NATAL, ETC.

INTRODUCTORY NOTES

THE GUIDE TO THE RAILWAYS, ETC., IS DIVIDED INTO SEVEN PARTS.

These parts cover the whole of the Colony of Natal and Zululand, and include interesting facts and items of useful information relative to the Orange River and Transvaal Colonies, and the important towns of Harrismith in the former, and Volksrust, Standerton, Heidelberg, Johannesburg, and Pretoria in the Transvaal Colony, the latter kindly supplied by Mr. Manfred Nathan.

The FIRST TWO PARTS are written in a narrative style, directing the attention of the reader to the many scenes of interest and attraction as he proceeds through the port and the town of Durban, and along the most picturesque portion of the Main Line of Railway as far as the War District.

PART THREE is a continuation of the trunk route, and traverses the heart of the area invaded by the Boers to the northernmost point of the Colony, where the Railway passes in to the Transvaal territory. This portion, besides embodying all necessary details concerning the agricultural, industrial, scenic, and other attractions of the country, has been treated in a distinctive fashion, and comprises in itself a complete and handy guide-book to the whole of the battlefields of Natal. A separate Introduction has been provided to this section (see page 79).

PART FOUR takes the traveller over the Railway System of the Transvaal to the great gold-mining centre, JOHANNESBURG, where ends the quickest and best route to that world-famed town and other places in the Transvaal, and one that affords the unique opportunity of a passing survey of the principal towns, immortal battlefields, and splendid scenery of Natal.

PART FIVE returns to Natal, and discusses the lovely South Coast Branch Line.

PART SIX deals with the more "industrial" Branch, the North Coast Line, and Zululand; and the PART SEVEN contains the Richmond, Greytown, and Harrismith Branches, and the Post-Cart route to the Ipoela District.

The Railway Stations, both on the Main Line and on the various branches, are placed in sequence, and the distance from Durban, the fares in operation therewith, as well as the altitude above the sea level, are plainly shewn.

All particulars as to the times of trains, accommodation, tickets, rates and fares, and other incidental details will be readily given on application to the Railway Officials in Natal; the Agent-General for the Colony, 26 Victoria Street, Westminster, London, Messrs. T. Cook and Sons, Ludgate Circus, London; and other agencies.

It should be noted, that while every endeavour has been made to collect and supply the most accurate particulars in both Books, the authorities do not hold themselves responsible for any errors through varying conditions or other circumstances.

PART ONE.

THE PORT AND TOWN OF DURBAN.





DURBAN FROM
THE BEREA

PART ONE.

CHAPTER I.

FROM ROADSTEAD TO QUAY.

THERE are few more impressive scenes than the captivating panorama which is revealed when CROSSING THE BAR on the way to the Quay. There, crowned by a lighthouse and signal station, stands the majestic bush-clad Bluff; immediately before us is a waterway formed by two long stone piers; beyond is the circular sweep of the Bay, embraced by wavy tiers of foliated hills, and dotted with numerous villas; below lies the town; near to on the right are the ship-thronged wharves: and away to the North, backed by low undulating hills, is the coast line which trends towards Zululand, Delagoa Bay, Beira, and other East African ports and possessions.

As we enter the Harbour, the chief features of the Port are passed in closer view, and may be described as they occur:—

This submerged belt of sand is not permitted to impede navigation. Owing to the presence of the piers, and the continual deepening operations by means of powerful dredgers, a depth more than sufficient to admit to the wharves the largest vessels is now secured. As an illustration of the great improvement effected in recent years, the average low-water depth on the Bar in the year 1901 was 19 feet 1½ inches, and the maximum draught of vessels across same 23 feet (steamers), and 21 feet 11 inches (sailers). In 1891 the average depth was but 10 feet 9 inches, and the maximum draught 18 feet (steamers), and 17 feet (sailers).

THE BAR



LINER ENTERING
THE HARBOUR,
PORT NATAL

THE NORTH PIER
AND SOUTH
BREAKWATER

These works commence at a point about 2,200 feet seaward of the Bluff, and are parallel for a considerable portion of their length, being 800 feet apart, except at the head of the piers, where the width is 600 feet. The channel between the Bluff wharfage and the repairing jetty on the Point side attains a breadth of 1,100 feet.

The summit of the Bluff proper is 211 feet above the sea. The lighthouse, which is

THE BLUFF, LIGHTHOUSE,
AND SIGNAL STATION

built of iron, is 81 feet in height, and gives a white revolving light (dioptric). at an altitude of 282 feet above high-water level. It reaches its greatest brilliancy once every minute, and is

visible in clear weather for twenty-four miles at sea.



ENTRANCE
TO HARBOUR



LIGHTHOUSE AND SIGNALLING STATION, DURBAN

The Signal Station is fully equipped for day and night service, and all communications by signal from vessels lying at the outer anchorage are made through this agency, whence they are transmitted to the Port Office Look-out Signal Station on the other side of the Harbour channel, and *vice versa*.

It is not until we reach the end of the Channel that a comprehensive view of Durban is secured. Then its size, compactness, and charming situation are beheld, while the near prospect of the Bluff and the Wentworth hills, green with virginal forests, the broad expanse of the beautiful Bay, and the refreshing life and movement on *terra firma*, produce an effect wholly surprising and agreeable.

Turning for a moment to the BLUFF SIDE, a railway station is seen. This is "Wests," well known to pleasure seekers, who reach it either by crossing the Channel or by the Bluff trains from the Durban Central Station. Wharfage and other improvement works are noticed in active progress on this side, and denote the growing importance of the Harbour.

which lies tranquilly before us next invites our attention. This

THE BAY

magnificent sheet of water has an area of over six miles. Naturally it is the favourite resort for yachting, boating, swimming, and fishing, while its island also attracts many visitors. Running townwards from the end of the wharves, on the north side of the Bay, is the VICTORIA ESPLANADE, nearly a mile and a quarter in length, and built at a cost of £77,000.

In a few minutes more we have gained the Quay, and alight at THE GATE OF THE GARDEN COLONY.

It may be said in passing, that whether the passenger land at the Public Wharf, or Paul's Wharf, or at the Landing Jetty—all comprised in the one word "Point," the projecting tongue of land on which the docks are built—he may be assured of the existence of equal if not superior facilities to those of any other port in South Africa.



Facing us, as we disembark at the Public Wharf, are a number of capacious storage sheds. At the back of these is a narrow road and a line of warehouses and offices, in the centre of which stands the Custom House, distinguished by its o'd stone columns. Running

THE DOCKS

parallel with this street is the main thoroughfare, **Point Road**, and here electric tram cars, cabs, and 'rickshas will be found serving all parts of the town and suburbs. But our first business is with the Customs' Officer, who being convinced that our paraphernalia is innocent of articles of a contraband or dutiable nature, expresses his satisfaction by a hieroglyphic chalk mark on the various packages. Then we entrust them to the Delivery Agent, and afterwards, having an hour at our disposal, pass the time in rambling round the docks.

What noisy, animated scenes the principal wharves present!—jangling of chains, barrows rumbling over the quay, syrens hooting, locomotives screaming as they push or pull their long-bodied wagons into position, the grinding of winches, the ho-hoying of sailors, and natives chanting some monotonous refrain. It is one ceaseless rattle and commotion.

Looking down the busy quays, blocked with gangways, chutes, ropes, and all manner of merchandise, the countless spars and funnels of ships from all quarters of the globe dwindle away in the distance. Labourers pass to and fro the long lines of sheds; pyramids of stores rise in the adjoining areas; railway trucks are everywhere, some disgorging fuel for the numerous vessels, others being laden with weighty cargoes. It is a pretty sight,



PAUL'S WHARF

too, to watch the eloquent gestures of the arms of the cranes, as they swing from the hatchways and deposit their cumbrous bundles almost noiselessly upon the quay ; or the gigantic shearlegs, moving with perfect ease the heaviest shipments of machinery. *Par parenthèse* it may be stated that it is no uncommon occurrence for a vessel to discharge 3,500 tons of cargo, take in 700 tons of Natal coal, together with other freight, and clear within six days. Nor must the streams of Kafirs coaling be missed. As they leave their semi-naked brethren shovelling in the trucks, and move up the gangways in slow and single trail, with baskets on their bended necks, they present a subject worthy of any canvas.



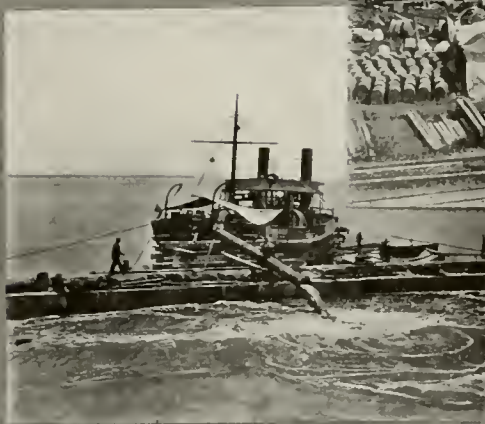
SAILING SHIPS, DURBAN

Seeking the jetty, the scene is somewhat quieter. Passengers are waiting to be ferried across the channel, or for a tug to bear them to a vessel beyond the Bar. Dredgers are seen upon their beat ; lighters are going out with coal and freight for the roadstead ships, and a Sailer wants piloting to the mighty deep. Yachts and other craft skim swiftly over the dark polished waters of the Harbour, and a boat is coming, with true naval swing, from a man of war. At every turn there is some excitement, some new happening. The docks are indeed intensely interesting.



Dutball.

Outside
Road.
Point



Suction Dredger Newmarket Wall.



Pauls Wharf

CHAPTER II.

THE POINT AND ITS WORK.

THE Harbour is furnished with 2,856 lineal feet of concrete quay-wall, with a depth of 23 feet alongside at low water (ordinary Spring tides), and a further 1,000 feet, with 27 feet at low water, is well in hand. In addition there are 2,300 feet of timber wharfage, with a depth of from 14 to 20 feet at low water, as well as 1,050 feet on the opposite (Bluff) side, with 25 feet alongside. Ten years ago there were but 2,500 feet all told, with an average depth of only about 15 feet.

WHARFAGE AND DEPTH ALONGSIDE

The accommodation is divided amongst the several wharves known as "The Public (Main) Wharf," "Paul's Wharf," "Bell's Quay," and "Bluff Wharf." The first three flank the Northern side of the harbour, and stretch from near the root end of the North pier to a point 200 feet townwards of the Wharf shed, the Landing Stage or "Jetty," as it is called, being in the centre. The fourth wharf, as its name indicates, is on the Bluff side of the Channel.

GENERAL EQUIPMENT AND ACCOMMODATION

The following Hydraulic Cranes provide the lifting power at the wharves :—

4	thirty-cwt.-capacity.	Travelling Cranes.
16	three-ton	"
1	ten-ton	"
1	fifty-ton	Fixed
1	thirty-cwt.	"
15	"	Shed
	and Steam Shears of 20-ton capacity.	

Each of the 30-cwt. and 60-cwt. cranes can be relied upon to discharge an average of about 300 tons per day.

The area of the wharf sheds is about 24,000 square yards, and 4,050 square yards are being added. This compares with about 10,000 square yards in 1891.

Railway lines are so laid on the wharves and outer yards as to meet every possible requirement.

Powerful Electric Arc Lamps illuminate the docks by night.

A Patent Slip, capable of raising vessels up to a thousand tons in weight and two hundred feet in length, is in use.

Eight Dredgers, besides Hoppers, are employed in deepening the Bar and the inner Harbour, and enlarging the navigable area. About three million tons of spoil are removed yearly by this means.

Four additional Sand-pump Dredgers are being built.

Tugs are plentiful, and in addition to those owned by the several shipping and landing Companies, the Government is possessed of three powerful boats of this class—the "Sir John," the "Richard King," and the "Harry Escombe."

Lighters are also numerous.

PORT OF NATAL.—TRADE AND OTHER STATISTICS.

	Year 1891	Year 1896.	*Year 1901.
Number of Ships entered at Port Natal	354	635	955
Tonnage of Vessels entered at Port Natal (Net Reg.)	191,870	663,938	1,029,427
Tonnage of Cargo (Inwards)	208,277	540,152	1,102,703
Value of Cargo (Inwards)	£3,535,831	£5,437,862	£13,317,445
Value of Goods exported by Sea :—			
Colonial	£970,650	£849,108	£984,584
Non-Colonial	£98,879	£226,787	£2,388,206

* Exclusive of Transports.

NOTE :—For Table showing the Shipping Tonnage, Imports, Exports, and Customs Revenue for eighteen years, see page 267.

MILITARY TRAFFIC, Years 1900/1901.

	Officers and Men.		Horses and Mules.		Cattle (Head).		Stores (tons).		Coal (tons).		Numbered Transports only.
	Landed.	Re-shipped.	Landed.	Re-shipped.	Landed.	Re-shipped.	Landed.	Re-shipped.	Landed.	Re-shipped.	
Twelve Months 1900	80,944	40,541	40,274	3,492	073	—	500,000	31,177	70,403	93,121	372
„ 1901	24,022	35,654	74,400	195	—	—	481,954	22,281	17,647	74,218	218
Two years' total	105,866	76,195	114,674	3,687	973	—	981,954	53,458	88,050	167,339	590

LARGE VESSELS BERTHED 1900-1901.

S. S. Winnefredian.	10,405	gross tonnage	570	feet over all.
" Bavarian.	10,376	" "	520	" " "
" Atlantian.	9,355	" "	500	" " "
" Custodian.	9,214	" "	500	" " "
" Armenian.	8,825	" "	530	" " "
" Victorian.	8,825	" "	530	" " "
" Indian.	9,124	" "	507	" " "
" Mechanician.	9,044	" "	507	" " "

NOTE : The idea which prevailed previous to the war, that large vessels could not cross the Bar and discharge their cargoes at the wharves, has exploded.



The war and its many exigencies need not be minutely entered into here. It may, however, be casually remarked that the conflict has not been without its benefits and lessons in a commercial sense, for it has proved, more potently than any peaceable event could have done, the unique advantages of Natal in relation to the New Colonies, and the fact that she is capable of meeting any contingency. As with the railways, her maritime resources were taxed to the uttermost, but she neither wavered nor failed, and there can

be no misgivings that her achievements will have their meet reward in the certain advancement and prosperity of the country.

The chief Government Officials at the Point are : Mr. C. J. Crofts, M.I.C.E., Harbour Engineer ; Mr. Mayston, Collector of Customs ; and Mr. Henry Ballard, C.M.G., Port Captain ; all most able men, assisted by competent staffs.

The plan of Durban at page 17 gives an excellent idea of the extent and capacity of the Harbour.

The phenomenal increase in commerce in the past, the large additional military traffic

DEVELOPMENTS AT THE PORT

at the present, and the inevitable accession of trade in the future, have caused the consideration of very costly schemes for improving and augmenting the facilities and capabilities of the Port. Some of the works have already been completed, and the development of the BLUFF SIDE, a considerable project in itself, is being urgently pressed forward. This work involves the reclamation of no fewer than one hundred acres of land (at the lowest estimate worth £2,000 per acre) ; the erection of one mile and a half of deep-water wharfage, and the complete equipment of the latter with the best appliances and machinery, not only for loading export coal in bulk, for which purpose the accommodation will principally be used, but for dealing with any other shipments ; the provision of all necessary railway sidings, and many other accessories too numerous to particularise. And the possibility of Port Natal becoming a naval coaling station has not been forgotten. SALISBURY ISLAND, too, being in such close proximity, is a natural adjunct to the Bluff side works. It is proposed to raise the surface of the Island, to provide wharfage, slides, stacking grounds, slips, and all proper requisites, connect it with the Bluff Railway, and utilize it for dealing with the enormous import timber traffic. This will afford very valuable harbourage, and give immense relief to the Point side. Nor do the foregoing exhaust the schemes before the Government in the matter of extended accommodation and superior equipment. Amongst other projected works may be mentioned :—the provision of additional wharfage, with shedding and all necessities on the Point side ; a floating and a graving dock, the latter to be capable of taking the largest vessel afloat ; two slipways ; one 100-ton and other smaller cranes ; and, what is primarily important, the dredging of suitable channels to enable the whole of the wharves to be available for use at any state of the tide.

Surely, when all these improvements have been carried out, Port Natal will become one of the finest Harbours, if not *the* finest Harbour on the South African Coast. Since the foregoing was in type, the Government has had under consideration a revised scheme of harbour improvement. The outlines of the proposed new scheme are shown in the plan of Durban.





CHAPTER III.

THE SEAPORT TOWN OF DURBAN.

A NOTE.—Appended to the undermentioned particulars of the sea-port town of Durban, is the description of a **TOUR FROM THE POINT TO THE CENTRAL RAILWAY STATION** via **POINT ROAD, WEST STREET, THE BAY EMBANKMENT, ALBERT PARK, AND THE BEREA**. This tour is given more particularly for the information of those whose sojourn in Durban is brief, but who, before proceeding further on their travels, desire to obtain a passing glimpse of the many attractive features of the town.

The **JINRICKSHA** might be employed as the means of locomotion for the first part of the excursion because of its novelty to the newcomer, and also that it enables a detour to be made at the Town Hall for the inspection of the Esplanade and the Albert Park. Omitting these two items, however, the **ELECTRIC TRAM-CARS** would be found to traverse the whole circuit with greater celerity and comfort, and at a much cheaper rate. The route of the tour as arranged can be traced on the street plan of Durban.

NATAL's largest and prettiest town embraces three parts—Addington; the town proper; and the Berea. The first is the centre of maritime interests, already described—the Point; the second, the venue of commercial and general activity; the third, the fashionable, residential hills which semi-gird and beautify the whole.

DURBAN. THE TOWN

Durban was founded on the 23rd June, 1835, and named after the then Governor of the Cape, Sir Benjamin D'Urban. At that time it was mere sand and bush, the haunt of elephants, and the abode of serpents; now there is not a fairer or more progressive town in all South Africa.

The area of the Borough, including town lands, is ten square miles. The population (according to the census taken in July, 1902) stands at 60,446, composed of 28,049 Europeans, 12,460 Indians, 19,190 natives, and 747 half-castes. The European birth rate in 1902 was 27.7 per thousand, and the death rate 14.1 per thousand, but the latter is to some extent swollen by invalids from the fever-stricken regions on the East Coast, and other aliens.

The climate during the winter months is superb, and entices a goodly army of health and pleasure seekers from all parts. During the summer months, however, the heat is frequently oppressive.

Every accommodation is provided for visitors by the numerous hotels, boarding establishments, and restaurants in and around. The municipality is ably governed by a Mayor and eleven councillors. It is represented in the Legislative Assembly by four members.

MUNICIPAL FACTS

In the year 1902, the rateable value of the Borough was £8,553,285, which compares with £2,272,010, in 1891. The general rate was 2d. and the water rate $\frac{1}{2}$ d. in the pound. The Municipal Revenue proper was £274,379, Expenditure, £273,118, Assets, £3,305,375, Liabilities, £1,697,689. The area of the unalienated town lands is roundly 5,000 acres, standing at a valuation of about £1,500,000. In all, some 100 miles of streets, roads, and avenues have been laid out, nearly 60 miles of which have been macadamized. The streets are laid at right angles, and are well-formed, broad, and straight. They are maintained in unexceptionable condition, lighted by electricity, and provided with an excellent electric tram-car service (overhead wire system) which gives access to all parts of the town and the Berea, representing some 22 miles of line. There is also a plentiful supply of cabs and 'rickshas.



MARKET HALL, DURBAN

The principal thoroughfares are adorned by many handsome blocks of buildings, which comply with the various necessities of this rising town. Notwithstanding the high price of business sites, quite a number of new erections of a bright and imposing character are going up. Corporation lands are also being continually thrown open for building and other purposes, on accessible terms to the thrifty man. The electric-lighting and tram installations are worked and maintained by the Municipality.

The water consumption is at present three million and a quarter gallons per diem. This supply is gained from two independent sources, and is practically inexhaustible. In addition to the natural sources of supply, however, a reservoir has been constructed, with a capacity of 500 million gallons of water, to meet any case of emergency. The clear water storage reservoirs, situated at a convenient distance from the town, will have a capacity of over 120 million gallons.

Durban's sewerage system is particularly good.

The town is possessed of a very efficient Police Force and Fire Brigade.



WESLEYAN CHURCH AND STANDARD BANK, WEST STREET, DURBAN

Churches and Chapels of every denomination are represented. There is a large number of Schools of various grades, and the scholastic training in Durban is excellent. Two well-conducted Journals of long standing and extensive circulation, are issued daily, the "Natal Mercury" in the

PLACES OF WORSHIP, SCHOOLS,
NEWSPAPERS, INSTITUTIONS,
SOCIETIES, CLUBS

morning, and the "Natal Advertiser" in the afternoon.

There are the usual Benevolent and Political Institutions; the Durban Home for the unemployed; Orchestral, Musical, Theatrical, Literary, and other Associations.

A well-stocked Library and Reading Room, Museum, Art Gallery, and other avenues of intellectual advancement and pleasure are open to the public.

Several private Hospitals and Sanatoria are in existence, besides the Natal Government Hospital at Addington. Masonic, Oddfellows, and similar Lodges are established. There are numerous Social, Sporting, and Athletic Clubs.

Entertainments, histrionic, musical, and the like, for which the best talent is secured, are provided all the year round.



CRICKET ON THE OVAL, ALBERT PARK

ENTERTAINMENTS AND RECREATIONS

The town is graced by four public parks,—the “Albert,” “Alexandra,” “Mitchell,” and “Berea,” the first-named being the favourite. There is also a racecourse at the foot of the Berea. Yachting, boating, and fishing on the Bay are greatly courted pastimes, whilst tennis, football, cricket, cycling, swimming, polo, and golf have each a very considerable following. The Oval, in the Albert Park, is the arena where the principal athletic contests are decided.



PLAN OF DURBAN



References

1. Point.
2. Criterion Hotel.
3. Alexandra Hotel.
4. Government Hospital.
5. Bencorrum Hotel.
6. Beach Hotel.
7. Lowther Hotel.
8. Metropole Hotel.
9. Rand Hotel.
10. Belgrave Hotel.
11. Court House.
12. Royal Hotel.
13. Public Bath.
14. Town Hall and Post Office.
15. St. Paul's Church.
16. Central Railway Station.
17. Marine Hotel.
18. New Durban Club House.
19. Wesleyan Church.
20. Central Hotel.
21. St. Cyprian's Church.
22. Clarendon Hotel.
23. R. C. Church.
24. Masonic Hotel.
25. Theatre Royal.
26. Electric Power Station.
27. Ocean View Hotel.

Corporation Tramways thus : -
Principal Carriage Drives :

Of the Commercial, Industrial and Banking houses represented in Durban, the following may be mentioned: The Eastern Telegraph and Submarine Cable, Lloyd's Agent and Surveyor, Bureau Veritas, Reuter's Telegraph Company, Ltd., Life and Insurance Companies, Ocean and Coast Lines of Steamers, Carting and Coal Companies, Landing and

COMMERCIAL,
INDUSTRIAL, BANKING
HOUSES, ETC., ETC.

Shipping Agencies, Stock Exchange, Natal Land and Colonization Co., Sugar, Tea and Coffee Companies, the Standard Bank of South Africa Ltd., Natal Bank, Ltd., The Bank of Africa, Ltd., National Bank, and the African Banking Corporation; also numerous other mercantile, and general business establishments.

A comprehensive plan of the Borough, upon which is indicated the situation of the various places of interest and attraction, churches, hotels, etc., as well as the tram routes, will be found facing page 17

PLAN OF DURBAN



JINRICKSHA BOYS

A TOUR.

FROM THE POINT TO THE RAILWAY STATION
VIA
POINT ROAD, WEST STREET (EAST), BAY EMBANKMENT,
ALBERT PARK, AND THE BEREA.

Taking a farewell glance at the Point and its lively wharves, the immense Alexandra Square, the bonded stores, shipping offices, hotels, and the numerous other buildings which are the boast of a good port, we pass an ornamental Drinking Fountain surmounted by a clock. This was erected in honour of Vasco da Gama, the Portuguese Admiral who discovered Natal on Christmas Day, 1497. At the back of this memorial are the Railway Station premises, and to the left of these, the square-towered Electric Lighting Works. Immediately afterwards we observe the quarters of the Water Police, while behind, on the right, is a long row of restaurants, shops, institutes for sailors and private



POINT

residences. This part of the **Point Road** throbs with excitement.—Electric trams speed by in both directions; trollies, packed with all descriptions of goods, driven by the light hand of the kafir, roll towards the town, and a procession of similar vehicles, relieved of their burdens, are returning for further loads. Pedestrians are hurrying to and from the docks; cabs and other conveyances fly by—it is an interminable traffic.

Now we turn to the maze of masts at Paul's Wharf; now to the right again, noticing the many houses built upon the sand. After the Coolie Barracks on the left are passed,



VASCO DA GAMA'S MONUMENT, POINT

there is little of new interest to engage our attention, save a Masonic Hall, several churches, and a statuesque native policeman on the look-out for the delinquencies of his brethren. This dark limb of the law does not carry a truncheon, but is allowed his own equally effective weapon called a knob-kerrie, which he disports with considerable satisfaction and can use, if need be, with telling accuracy, either in throwing or at close quarters.



THE
BACK BEACH,
DURBAN

For some distance, before reaching the junction with West Street, we are flanked by the Railway line leading to the Point, and are passed by a long train of coal bound for the docks. This piece of line, it might be mentioned, was the first railway constructed in Africa. We are now at the turning into **West Street**, the principal thoroughfare of the town. (The short sandy road on the right leads to the Sea Beach.) Passing onwards, over the railway crossing, and proceeding for some distance by shops, cafés, and hotels, we notice a large mercantile house on our right. Looking sharply in the



COURT HOUSE, WEST STREET, DURBAN

opposite direction, across another intersecting street, our gaze fastens upon a block of buildings set back in a pleasant square. These are the Law Courts and Government Buildings. Adjoining this square are the Public Gardens. Immediately on the other side of the road, the capacious Volunteer Drill Hall, with its bold façade, arrests the eye. This is inset between the stone-built Regimental Offices and the solid-looking three-storeyed Police Station. It might be noted here that Durban possesses several Volunteer Corps, including mounted, infantry, and naval contingents, also a battery of field artillery and a Cadet corps. The Durban Volunteers rendered valuable service during the War, and lost a number of Officers and men, including the gallant Commander of the Natal Mounted Rifles and the Volunteer Composite Corps, the late Lt.-Col. R. W. Evans, who was shot near Vryheid in February, 1902.

Resuming our observations: abutting on the Police Station is a vacant space, which is being reserved for further public or Government buildings. Still looking on the right-hand



TOWN HALL AND PUBLIC BATHS, DURBAN

side of the road, we see the creeper-covered exterior of the Public Swimming Baths. These are the property of the Corporation, and are largely patronised. Now directing our attention to the left, we gather a prettier aspect of the Town Gardens, and note the short, but beautiful avenue of tropical foliage, the chastely-designed "Jubilee" Fountain in the middle view, and in the background—in Smith Street—the elegant pile of buildings erected by the Mutual Assurance Society, one of the most ornamental structures of its kind in Natal. Turning our eyes again to the right, the Public Library and Reading Room manifest themselves. Both are much appreciated. The present complement of books in the Library exceeds 12,000, and the yearly issue approximates to some 40,000 volumes. Passing an off-street, at the bottom of which is situated the Anglican Church of St. Paul's, we come face to face with the Town Hall. This imposing Corinthian edifice was completed in 1885 at a cost of over £50,000. The tower is 164 feet high, and contains a massive clock. The main Hall, which is used for all important concerts, dances, and other entertainments, is capacious and tastefully decorated. A very fine three-manual organ, upon which public recitals are frequently given, was erected by the Corporation in 1894. The Durban Public Museum and Art Gallery are each located in the upper portion of the building. They are open to visitors on certain week-days, and a very pleasant and

instructive hour may be spent therein. The Museum is devoted to the exhibition of rare and extensive collections of zoological, botanical, geological, ethnological, and mineralogical specimens, as well as insects and reptiles, coins and medals, relics of the different ages, savage implements of war, and many other interesting acquisitions, not only from South Africa, but other countries. The Art Gallery contains a number of valuable paintings, including canvases by such celebrated artists as Val Prinsep, MacWhirter, Herkomer, and the late T. Sydney Cooper. The Postal, Telegraph, and Cable



Departments occupy a portion of the Hall, while the various Corporation Offices and Chambers are, of course, included in the building. A few years back this Municipal edifice was sufficient for all purposes, but the town has progressed so rapidly in recent years and shows such signs of greater and continuous development in the future, that the Corporation have under contemplation the erection of a still more commodious Hall, and the provision of new and more adequate accommodation for the Public Library and Reading Rooms, Museum and Art Gallery, resigning the present Town Hall for Government use. Looking over to the ornamental Gardens, we observe the beautifully-



TOWN GARDENS AND QUEEN VICTORIA STATUE, DURBAN

enshrined statue of the late Queen Victoria. This was erected in 1897 in commemoration of her glorious reign. The statue, which is executed in white marble and of exquisite treatment and finish, is by the celebrated sculptor Hamo Thorneycroft.

We have now arrived at the busy pivot of the town. In front, West Street still extends for about a mile until it merges into the Berea Main Road. The cross road is **Gardiner Street**, the right portion of which leads to the Post Office, Central Railway Station, and Market Hall, and the left to the Bay Embankment, and the second principal thoroughfare, Smith Street. This circus is a moving picture of electric trams, carriages, cabs and carts, rickshas and bicycles, newspaper boys and other boys, knots of mere gossipers, clumps of eager-eyed business men, smart and observant policemen, and an incessant stream of ladies, tastefully appparelled. Turning from this entertaining sight, which gives the stamp and character of the town with much more force and directness than mere description, we proceed to the left and passing along **Gardiner Street**, flanked by a row of shops and offices on the one side, and the Public Gardens on the other, quickly cut through Smith Street and catch a better glimpse of the highly-ornate Mutual Buildings. We are now almost within a stone's throw of the Bay, and are greeted by an acceptable breeze. The Esplanade being reached, we stay a moment to review the Point and the Bay from this quarter. The latter makes exceedingly pretty scenery at full tide, with its island and encasement of wooded hills and the life on its rippling waters. Looking towards the head of the Bay, we descry the suburbs of Congella, Umbilo, and South Coast Junction, set pleasantly upon the slopes of the hills.

Pursuing our journey along the **Embankment** in the latter direction, we appreciate this substantial addition to the attractiveness of Durban. It is formed of a wide asphalted promenade provided with seats, a narrow grass-plot bordered with palms and trees, and



SOUTH AFRICAN MUTUAL BUILDINGS, DURBAN

a broad carriage drive, overlooked by handsome villas and clubs. The embankment stretches in graceful curves for over 2,000 yards from end to end. Resting, as it does, on a once fetid swamp, the work is a monument, not only to the foresight and progressiveness of the Corporation, but also to that "great statesman and famous citizen" the late Right Honourable Harry Escombe, a marble statue of whom has been erected in the Town Gardens, in recognition of his devoted and inestimable labours towards the advancement of the Port, and the general welfare of the Colony. Passing by the magnificent new buildings of the Durban Club, and the less pretentious but good-looking Royal Naval Yacht Club, situated opposite the jetty, we take the first turning to the right, and then almost at once seek the road that goes to the left. This is **St. Andrew's Street**, and we find ourselves in the midst of sedate and fashionable residences. **Albert Park** being reached, we enter by the first gateway, and traverse an avenue deliciously cool



THE ESPLANADE, GARDINER STREET TURNING



R.N. YACHT CLUB, DURBAN

with its gnarled and curiously-twisted banyan trees, giant palms, and feathery ferns. Soon we meet the tree-encircled carriage-way; inside of this is the cycle track, while a

Durban

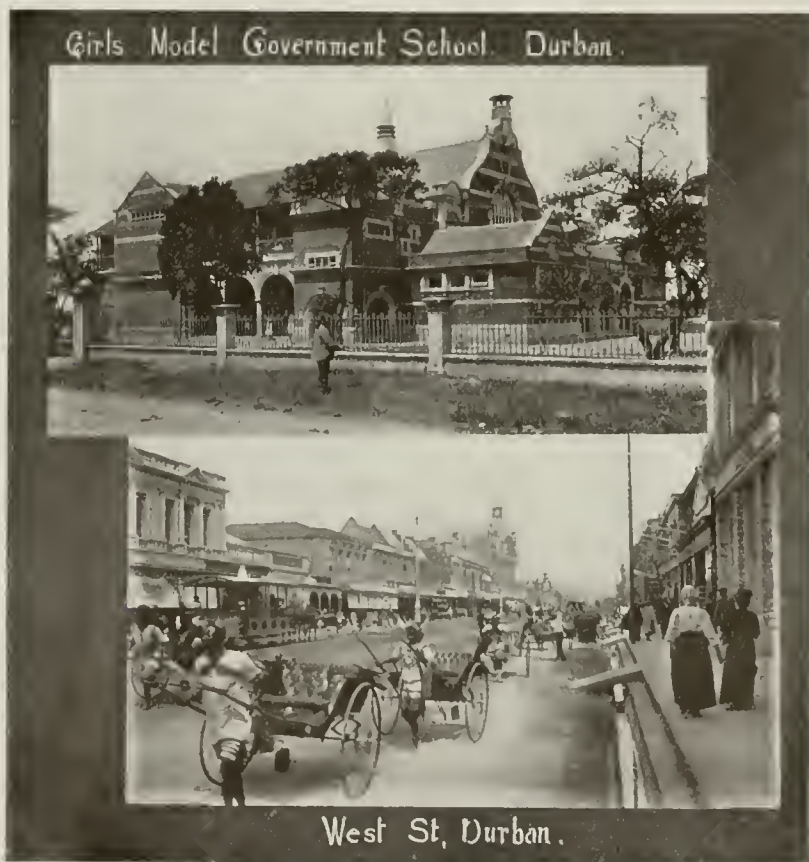


Banyan Tree
Allied Park



Roseate Villa, St Andrew St Durban

large oval grass-plot lies in the centre, the whole being presided over by a capacious Grand Stand. Proceeding round the "Oval"—by which name the park popularly goes—we are given lovely vistas of the Bay, with yachts gliding gracefully with wind-puffed sails over the glistening waters. Seats are everywhere for the tired or contemplative, and the cycle track and recreation ground are at the service of whosoever may desire their use. This beautiful retreat is kept in very creditable order, and is quite a pleasurable feature of the town. Completing our run round the Oval, we leave by the main gates and pass into **Park Street** ahead, which leads direct to the **Berea-end of West Street**. On reaching this point, we see immediately opposite, the commodious Theatre Royal, with its long balcony promenade. Looking along the same side of the street, we observe a thick patch of foliage. This is the corner of the Cemetery. Further on is the brightest and busiest portion of West Street.



If convenience will not permit the undertaking of the remainder of the tour, the visitor can return to the Town Hall again by passing down West Street. By so doing he will gather an excellent idea of the stability of the town, as reflected by its handsome well-stocked shops, and its well-dressed and animated crowds, and he will have secured a running, yet pleasing glance at picturesque Durban, all in the space of an hour.

Discharging our 'ricksha-hauler, we hail a **Berea Car** and seat ourselves to enjoy the ascent. The first object of attraction is the castellated mill opposite the **BEREA ROAD STATION**. Running over the bridge, past a long fringe of bamboos, we observe the red-brick Government School, and immediately pass the junction of the **UMBILO ROAD**, which gives access to Congella. Umbilo, South Coast Junction, and Isipingo—a charming route for a separate tour. As we negotiate the abrupt slope of the Berea, we have ample time to note the comfortable residences which line the wide road and stretch upwards to the right and left as far as the eye can reach. Sheltered as they are by trees, and adorned by flowers and plants, it is suburbia indeed. In a little while we reach the corner of **BOTANIC GARDENS ROAD**, which gives access not only to these gardens, but also to the Observatory and Laboratories. As these would repay a



OBSERVATORY, DURBAN

lengthened stay, they can be made the objectives of another visit, for which the under-mentioned particulars concerning them may be useful :—

The **NATAL BOTANIC GARDENS**, which terminate the road of that name, are open from sunrise to sunset all the year round, but on Sundays the Conservatory is not accessible until 2 p.m. The Gardens have been in existence for many years, and receive the full support of the Government. An important addition is the Herbarium, which contains some 27,500 mounted specimens, and several thousands of unmounted ones for distribution and exchange with other similar institutions. This Herbarium was formed by the present excellently-qualified curator, Mr. J. Medley Wood, and a large building is being erected for its accommodation. One of the chief attractions of the Gardens is the Jubilee Conservatory, or Palm House, as it is called. Therein will be found many kinds of ferns and palms, the most dainty and the most gigantic. Many bewitching spots will be discovered in rambling round the Gardens, and tempting seats will be espied under the shady



ON THE BEREA, DURBAN

trees. Some of the flower-beds emit the most delicious perfumes, while the oft-times quoted fallacy, that the land is without feathered song, will be refuted by the cheerful notes of birds in a perfect forest of trees, many of which, the visitor will observe, have been imported from foreign lands.

On leaving the Gardens, a steep road will be seen running to a higher level of the Berea. This road leads to the Government Observatory and Laboratories. THE OBSERVATORY, which is situated 260 feet above the sea, has been in operation since 1882. It is in 2 hours, 4 minutes 1.18 sec. East Longitude from Greenwich, and in $29^{\circ} 50' 47''$ South Latitude. The time kept all over the Colony is Durban Observatory mean time, which is two hours in advance of Greenwich time. The Observatory consists of a simple rectangular brick building, carrying a dome 14 feet in diameter, sheltering a fine eight-inch equatorial refractor, and a small transit room containing a three-inch transit instrument. Each of these instruments is supported on substantial concrete piers, which raise them twelve feet above the surrounding surface. Attached is a room for the use of the Astronomer, a temporary computing room, and a room for the clocks and electrical fittings. There is a first-class mean time clock by Victor Kullberg, and an excellent sidereal clock by Dent, besides chronometers and other accessories. On the lawn to the North East is a magnetic room, carrying a small magnetic instrument for determining the variation of the compass, whilst a similar small detached room on the East contains the principal

meteorological instruments. The primary aims of the Observatory are to maintain the time of the Colony, and to investigate the climate of Natal, and the conditions which affect and regulate the changes of the climate, but at the same time it is desired that there should be utilised such opportunities which present themselves for contributing to the advancement of the science of Astronomy, by making those special researches which cannot be undertaken at the larger Observatories, owing to the pressure of routine work. Some interesting particulars of the meteorological conditions obtaining in Natal can be perused at page 250. On the slope of the Berea, below the Observatory, are the Government LABORATORIES AND ASSAY FURNACES, where are carried out all the chemical analyses and assays required for use in the various Government Departments, the most important being those connected with the Administration of Justice, the Department of Mines, and the examination of various powerful high explosives passing through the Customs. Certain analyses are also undertaken for the public at a reasonable charge.

Leaving the Botanic Gardens Road behind, we shortly afterwards gain **Musgrave Road**, named after one of the earlier Lieut.-Governors of the Colony, Mr. Anthony Musgrave. Embranching from the tram line, which continues to the top of the Ridge and serves the Toll Gate and Sydenham quarters, the car sweeps along this well-preserved, fashionable thoroughfare, and princely villas, set back some distance from the road, are passed in quick succession. As we advance, long lines of bamboos make graceful salutations, and a lovely breeze comes up from the sea, while the fragrance and beauty





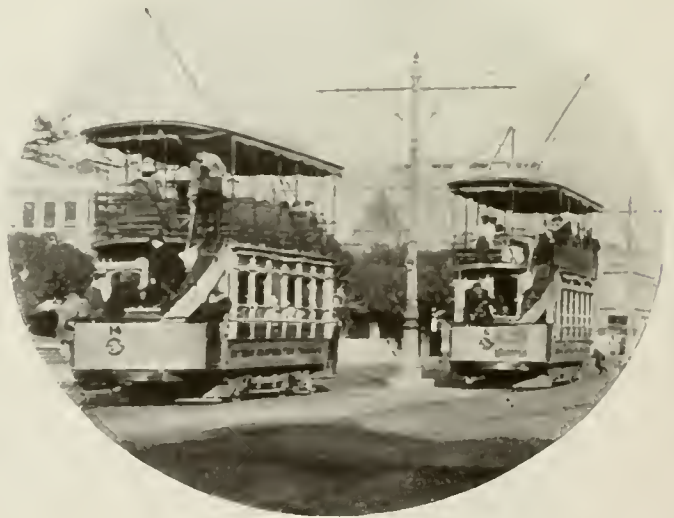
RACECOURSE, DURBAN



of the richly-coloured flowers and shrubs, and the prodigality of palms, add inexpressibly to the enjoyment of the scene. The road is endowed also with a superior style of churches, chapels, and schools, and an excellent hotel will be found some distance down, in the vicinity of which possibly the finest and most complete bird's-eye view of Durban can be gleaned. A little way beyond this spot we notice Marriott Road which crosses at right angles. This locality is even more rural in character, and affords an exquisite view of the bushy northward coast, and the sweeping wave-flecked ocean. Travelling onwards, we pass the Maris Stella Convent, a girls' scholastic Institution of good renown, and afterwards, making a short decline, we are confronted by the leafy MITCHELL PARK, so designated in remembrance of one of Natal's later Governors, Sir Charles Mitchell, and near which a site has been selected for the marine residence of the present Governor, Sir Henry McCallum, R.E., K.C.M.G. Turning sharply to the right we enter Florida Road, and journey townwards once more. The descent is equally as agreeable as the ascent, for we have the Town, the Bay, and the Ocean at our feet. We whisk by roads on the left and avenues on the right, which serve the numerous villas and other residences. At the foot of the hill, we meet the tram-line from Stamford Hill, and proceed down the long **First Avenue** at the end of which, looking to the right, we catch a glimpse of the Racecourse and the Golf Links. In a few seconds more we emerge into the **Umgeni Road**, and notice the Railway sidings and the Corporation stone-crushing works. Across the railway line is seen "Lord's" Pavilion. Before the war Lord's was the most popular Athletic Ground.

We are now nearing the end of our tour. **Railway Street** is in front of us. To the left, on the other side of the broad Prince Edward Street railway bridge, is the Old Cemetery. The sacred spot contains the dust of many brave men, both soldiers and pioneers, who perished in the early struggles with the Dutch, a full account of which is given in Mr. J. F. Ingram's "Story of a South African Seaport." Still flanking the railway, we shortly reach the handsome **Central Station**, where all is bustle and excitement.

Here our tour is ended—truly one of the most interesting and beautiful that can be afforded by any town or city in the southern portion of the African Continent—and we alight to pursue our journey by train through the heart of Natal.



NOTE.—In order to complete the circuit, the tram-car crosses over **PINE STREET**—in the centre of this street and opposite the Railway Station, will be observed the new Market House, a commodious erection costing some £35,000—then passes along the northern part of Gardiner Street by the General Post Office, and, turning the corner, pauses at the steps of the Town Hall, prior to its return to the Point.

PART TWO.

THE MAIN LINE OF RAILWAY.

EN ROUTE TO THE TRANSVAAL
THROUGH THE
PRINCIPAL TOWNS AND BATTLEFIELDS
OF
NATAL.



JOHANNESBURG MAIL, DURBAN STATION

PART TWO.

CHAPTER I.

FROM DURBAN TO PINETOWN.

THE iron horse snorts warningly, and we seek our comfortable compartments. In a moment the engine is threading its way through a tangle of lines to gain the proper track. Having got fairly under way, and beyond the precincts of the station, we pass beneath two black iron bridges, and run for some little distance

CENTRAL STATION,
DURBAN.

through grassy embankments which shut off the view of the lively town. The obstruction, however, is short-lived, and, after rattling under another

viaduct, noticing the Electric Power Station on the right, we find ourselves within a few seconds run of the West End station,

BEREA ROAD. In the near distance we see an expanding flat, behind are the

Altitude	-	-	-	16 feet
Distance	-	-	-	1½ miles

FARES:
1st Single, 3d.
2nd " 2d.

houses of a portion of the Durbanites, while above, continuing as far as our eyes can scan, is the bushy amphitheatre, the Berea, that charming residential adjunct of the town. The gables and roofs of comely villas can be espied

peeping above the rich green foliage, while others are perched on a higher eminence and unenshrined. Arriving at the station, we observe a number of Kafirs and Indians at the far end of the platform, pushing, and screaming, and tumbling into the carriages, over pots and tins, bundles and boots, calabashes, fruit-baskets, sugar-cane, and other



DURBAN: WEST END AND BEREA

articles of their personal *impedimenta*. With a brief respite, the train moves on again past solid evidences of the town's progressiveness and activity—there a large, red-brick Government School, here a stone-faced grist mill, over the way, cold-storage premises, as well as various sheds, shops, brick-works, and extensive wagon-works, where long lines of railway trucks are seen in several stages of erection.

Now sweeping along the arm of the Bay, over a slightly elevated well-laid double track, we survey a scene particularly picturesque—the dark clear waters of the Bay shimmering in the sunlight; the low Bluff ridge in the left background, upon whose sandy, semi-wooded sides a few pioneering houses have shot up: the dense Berea bush, with its many mansions on the right; and in between, a long, wide, stretch of land, bordered by ever-green grass and tropical shrubs. Beyond, turning again to the left, we see, on the edge of the Bay, several white-washed, shell-lime kilns, and the spars of small sailing craft. This is the favourite bay-beach pleasure ground of Congella.

CONGELLA is another suburb of Durban, and is rapidly obtaining popularity as a desirable dwelling place, while on holidays, and at other times of relaxation, it is a much frequented resort for boating and fishing. Should the Corporation extend the Esplanade thus far, the attractions of the place will be considerably

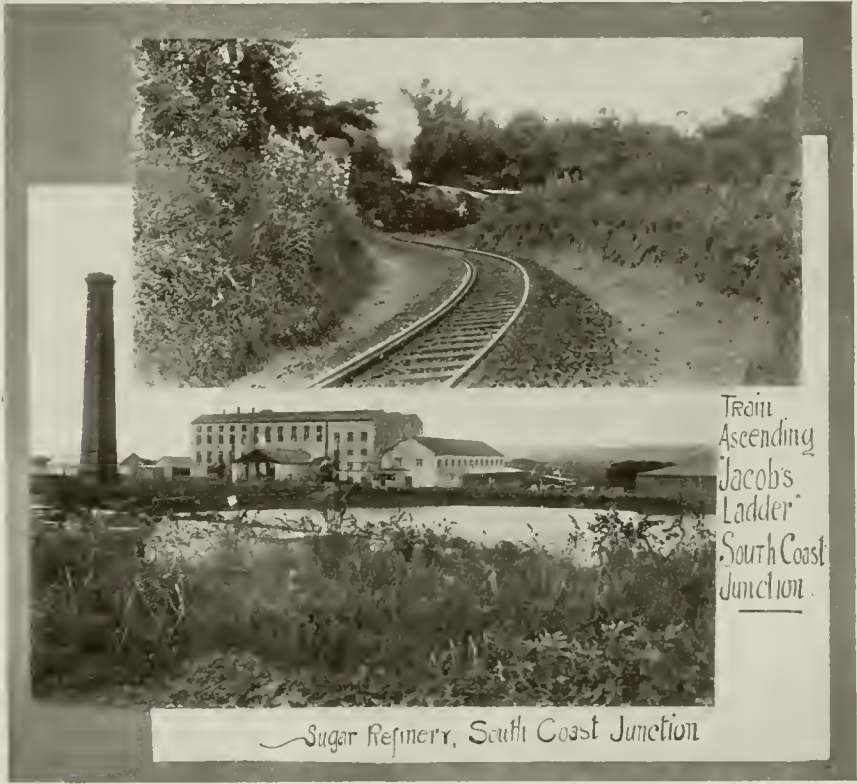
Altitude	-	-	11 feet
Distance	-	-	2½ miles
FARES			
1st Sin.	2c	9d.	Return. 1 2.
2nd	..	6d	.. 9d



THE BAY

enhanced. Historically, Congella is famed as the scene of the first battle with the Dutch for supremacy in Natal, for it was at this spot, on the 23rd May, 1842, that the British lost nearly half their men in a midnight attack upon the Boer Emigrants, resulting in Richard King's memorable ride to the Cape Colony for reinforcements. Every Colonial boy has ingrained in his heart the incident of this hero's terrible ride through tempest, jungle, and flood, spurred bravely on by the knowledge of his countrymen's perilous situation. Space permits only a passing reference to those eventful days, which are exhaustively treated in other works.

Leaving Congella behind, another pretty, semi-circular panorama of bay, bush, and landscape greets the eye. It is lost all too soon, for we have gained another station,



UMBILO, at which point the fruit-producing portion of the country may be said to commence. Passing over a sturdy iron bridge, under which the river that gives its name to the station sleepily flows, we find ourselves within a minute's run of the junction station for the South Coast Lines, and see upon the left

Altitude	-	-	-	25 feet
Distance	-	-	-	4 miles
FARES:				
1st Single	1	-	Return	1 6.
2nd	"	8d.	"	1.

a large flat, patched with the vegetable gardens and fruit plantations of the industrious Indian. Looking to the right, we discover our passage contested by a platform of hills, with houses dotted on the sloping tiers. This is the suburb of

SOUTH COAST JUNCTION. Being also the point which receives the lines from the

Altitude	-	-	-	39 feet
Distance	-	-	-	4 $\frac{1}{2}$ miles
FARES.				
1st Single,	1 3.	Return, 1 11.		
2nd	" 10d.	" 1 3.		

Bluff and the South Coast, it is endowed with the best train service on the railway. For this reason, as well as that of its healthy and convenient industrial situation, it is an eligible and growing place. There to the left stands the

chief Sugar Refinery in Natal, and a little way round the corner is a Match Factory, as well as a Chemical Manure Mill, while the triangular slice of ground between the two lines is the railway construction-material depot. Two well-metalled roads pass the Junction, and are much favoured by cyclists, equestrians, and other highway travellers. The village does not yet boast of an Hotel, but there are two Chapels and a Literary Hall. Continuing our journey in a northerly direction, we observe that the right-hand line which has accompanied us from Durban, now runs into the single track. By this time we are labouring up "Jacob's ladder," the first of the difficult pieces of line with which the railway abounds. While this more substantial ladder is unproductive of those white-winged visions of loveliness with which Jacob's dream is inseparably connected, and also wriggles about in a most astonishing manner, yet, looking back during the snake-like ascent, we are rewarded for the tedium by broad and delightful vistas of broken bush-and-fruit-clad hills, the Bay, Durban, Addington, the Bluff, and the outer anchorage, with the Town Hall tower reduced to a tolerable imitation of Cleopatra's needle rising like a sentinel over all. On the top of the ladder we come to

SEA-VIEW, which suburban territory is situated amidst pretty undulations, possesses

Altitude	-	-	-	175 feet
Distance	-	-	-	6 $\frac{1}{2}$ miles
FARES.				
1st Single, 1 6.	Return, 2 3.			
2nd	" 1 -	" 1 6		

a stimulating air, and is becoming a very popular property. As we travel onwards to Bellair, we cannot help being impressed by the evident diligence of the Indians, whose pine plantations cover many acres, and present a much

more prepossessing appearance than either themselves or their habitations.

BELLAIR is another attractive suburb, claiming a population of over 400 souls. Dis-

Altitude	-	-	-	225 feet
Distance	-	-	-	7 $\frac{1}{2}$ miles
FARES.				
1st Single, 1 9.	Return, 2 8.			
2nd	" 1 2.	" 1 9.		

tributed on the wooded elevations are superior dwellings, set in trim and extensive grounds. The price of land in the vicinity is high, and what twenty years ago could have been secured for a ten-pound note, now realises £200 to £300

per acre. The leisure of the residents is employed in a diversity of ways. There are a Church and two Chapels, an Hotel, a troop of Mounted Volunteers, a Rifle Association,



FRUIT FARMS, MALVERN



AMONG THE PINEAPPLES

R. W. Cuney

Political and Sporting Clubs, Literary and Debating Societies, and a Concert and Volunteer Drill Hall. The scenery around is undeniably beautiful, and, despite the sub-tropical foliage, reminds one exceedingly of Devon. The soil is rich and prolific, especially favourable to fruit culture, and exotics of all kinds also flourish. Before quitting the station we bestow a glance upon its handsome red-brick buildings. This taking and convenient style of station premises is gradually supplanting the ugly wood and iron structures of early days.

As we advance towards the next station, passing an equi-distant Stopping Place called **Hillary's** situated in the midst of fruit plantations, the country becomes more billowy, with hills tossed about in all manner of shapes. There is an unassuming charm about the district of

MALVERN, and the future should witness it rise to the front rank of suburban retirements. At present the greater proportion of the people

Altitude	-	-	-	558 feet
Distance	-	-	-	10 $\frac{1}{4}$ miles
FARES:				
1st Single,	2 6.	Return,	3 9	
2nd "	1 8.	"	2 6.	

residing in the locality are those employed in poultry-farming, and floral, and sub-tropical fruit cultivations. The neighbourhood is reputedly one of the best and

most largely monopolised in these pursuits in Natal, especially the last-named. The rivers Umhlatuzan and Umbilo are within walking distance of the station, and upon their inviting banks many a pleasant picnic occurs. Botanical and kindred students will also find much material for their fascinating researches in the district. There are a good hotel and several boarding houses at Malvern. Continuing the upward trend of our journey, we revel on the one hand in an exquisite view of both sea and landscape, and on the other, in broad hills and kloofs and vales, until we sight

Altitude	-	-	-	796 feet
Distance	-	-	-	13 miles
FARES.				
1st Single,	3	3	Return, 1	11.
2nd "	2	2.	"	3 3.

NORTHdene, a quiet, fruit-producing place, prettily environed.

PINETOWN BRIDGE is the next station, where a stay of a few minutes is made for water. Immediately on the right of the line, and scarped



KAFIR GIRLS GETTING WATER

Trappists, Mariannhill

Altitude	-	-	-	915 feet
Distance	-	-	-	1 1/4 miles
FARES.				
1st Single, 1	-	-	Return, 6	-
2nd "	2	8.	"	1.

by the main road, is historic Cowie's Hill—a well-known landmark. Looking back from the train, we discern the "Sarnia" brick, tile, pipe, and pottery works, one of the largest industries of its kind in South Africa. There is also a good stone quarry in working, but this is out of sight. Turning our gaze to the



AT THE WATERWORKS: PINETOWN RESERVOIRS

opposite side of the line, we view the site of the famous Princess Christian Military Hospital, munificently provided, erected, and equipped by Mr. Alfred Moseley, C.M.G., of London, upon land generously lent by Mr. Frank Stevens, C.M.G. during the long period of its requirement. It is intended that a commodious hotel and sanatorium



UMBILLO FALLS (PINETOWN WATERWORKS)

shall perpetuate its memory, and Pinetown Bridge will some day blossom as an invigorating holiday resort. It is already renowned as the centre for that favourite picnicking spot "The Waterworks"—two capacious reservoirs sustained by the Umbo River for the supply of Durban. These are situated some two miles away in a lovely valley, the more direct route to which is *via* the brick fields, with the ever-ready permission of Mr. Stevens. The place is an exquisite surprise, and those who seek its sylvan shades and picturesqueness, will be delighted. It is not necessary to stay the whole time in the valley with its river, lakelets, and waterfalls; one may roam for many a mile high up on hilly, well-kept roads, and gaze from end to end over the immeasurable crescent of the silent, restful sea, and back again over the sea-port town, and the topsyturvy, prettily-decorated landscape, to the reservoirs that glitter like jewels in their sombre, timbered mounts.

Setting off at a sharp, ascending pace over a river bridge, past thick, arching lines of elegant bamboos, tall graceful palms, and tangles of the wild banana, we quickly reach the one-time Aldershot of Natal,

PINETOWN. This is really the boundary of the suburban district proper, and enjoys

Altitude -	-	-	1,125 feet
Distance -	-	-	17½ miles
FARES:			
1st Single,	4 3.	Return,	6 5.
2nd „	2 10.	„	4 3.

a most equable climate. On this account Pinetown is fairly well peopled. It has a population of over 300, two Churches, a Government School, Public Library and Hall, various Societies and Clubs, several boarding-houses, and

a very comfortable hotel, the "Imperial," where conveyances can be hired for the Waterworks, and other attractions in the vicinity. The country around is highly suitable for the cultivation of marketable fruits. Two jam factories have also been started within recent years, and the production of maize and roots is undertaken. Situated a few miles to the East is the farming settlement of New Germany.

During the few minutes' detention at this station, we remark, by his very singularity of garb—a coarse gown, broad black scapular, and leathern girdle—the thoughtful figure of a monk. There, over the barren hills to the left, will be found a road which leads to MARIANHILL, the monastery of the Trappists, and one of the greatest missionary institutions in South Africa for the education and the development of the industrial sinews of the native. The establishment is not old—barely twenty years—but from its inception it has flourished commendably, and from this, the parent house, have sprung twenty-five different stations throughout the southern portion of the continent. At Mariannahill alone there are 320 monks and 275 sisters. The number of coloured pupils maintained, educated, and instructed, is 220 boys, and 180 girls, while in addition, 21 European orphan boys find a friendly asylum.

The Pinetown monastical estate embraces some 12,000 acres, and the total African possessions of the Order number 100,000 acres. The Monastery, to a certain extent, is self-supporting, chiefly from the products of its land and industries. Most of the monks and nuns are of German extraction, and are wedded to silence, only those who are engaged in various works being permitted to speak, and then only when absolutely necessary. The present Abbot is the Right Reverend Father Gerard, and the institution is under Catholic dominion. Among the monks are many of great learning, and professed in arts, sciences, and industries. In the sisterhood, too, there are those of superior accomplishments. The monastic day commences at two o'clock in the morning, and closes at seven in the evening. The Fathers are most hospitable, and a visit to the settlement would prove one of much profit and pleasure. Thousands of people from all parts of the world have journeyed hither, and many number amongst their valued mementoes some small article manufactured at Mariannahill.



MARIANHILL MONASTERY

Trappists

To those who may, or may not have an opportunity of visiting the Monastery, the following description may be of interest :

*** SUB SILENTIO."

Seeking the fluctuating course of the rutted road that branches to the left from the main highway, and passing, perhaps, a few solitary Kafirs, who will step aside and bare their heads in salutation, you will reach, after travelling some four or five miles, a sheltered hollow, in which you will see a number of long, narrow buildings arranged in the form of a compact little town, and dominated by a tower. Take the pathway descending to the right, and you will come to the vine-mantled residence of the Porter. Follow the lead of this kind-faced amiable monk (who is deputed to dispense the goodly hospitality and favours of the Fathers), and you will be conducted through the humble workshops of the skilful tinsured artificers and their sable apprentices, all solemnly intent upon their business. A wonderful peace pervades each shop and room, and, at the sight of the little crucifix hanging on the wall, you will instinctively uncover, and, perhaps, lingering a little while to watch the silent earnestness of the toilers, pass quietly away. It may be sentiment, but there is a strange difference between these industrial hives and those of the noisy world. The works and buildings of the tanners, saddlers and shoemakers; blacksmiths, tinsmiths and wagon-builders; bakers, tailors, watch-makers, carpenters, joiners, school-masters, and photographers, you will notice are in the main portion of the settlement, and the premises of the millers, printers, book-binders, lithographers and typesetters are gathered some distance away beyond the Convent. As you pass thither you will observe some of the brethren working among the vegetable gardens, vineries, and fruit plantations, while others will be descried toiling in the distant fields. A little further on, you will observe the monastic cemetery, where, under a tall and exuberant tree, repose the remains of the former Abbot, surrounded by the graves of the sisters and monks whose earthly missions are no more, pathetically marked by wooden crosses, hung with wreaths of leaves. Passing onward you will reach the Convent, and as you proceed through the quiet, immaculately clean, well-ordered apartments, and watch the nimble, delicate fingers of the embroiderers and basket-makers, the busy hands working in the kitchen, wash-house and laundry, and the sisters teaching in the various schools, again and again you will be filled with admiration. Native girls are trained by the nuns in all the numerous feminine arts and services, and prove most apt and obedient pupils. Nor must you omit the visitation of the churches. Throughout each hour of the day, and in the still darkness of the unawakened morn, the gentle sisters and the bearded monks may be seen passing to their holy avocations, or noiselessly—save for the sound of their sandalled feet—returning with bended heads to the unfinished labours of their hands. If convenience permit, the dormitories and refectory should also be visited.

Probably, at the end of your tour, the sun will have dropped behind the western hills, which loom like the upturned keels of great leviathans, and you will be making ready to hurry on the lonely road into the larger world. When you come to the outskirts of this holy town, turn and listen for a moment, and you may hear, quivering upon the cool and sympathetic air, the sound of the deep-toned bell summoning the monks to their evening prayers.

**The motto of the Order.*

CHAPTER II.

FROM PINETOWN TO INCHANGA.

SHORTLY after quitting Pinetown, we commence the ascent of one of the longest and most exhausting "pulls" on the line—Field's Hill—and as we rise higher and higher to the next terrace, we look down upon long, folding hills, emerald excrescences, narrow, foliaged valleys, an expanding bush-strewn plain, and at the back of all the delicate blue of the ambient sea. The prospect is delightful, and refreshing breezes blow about our ears. Passing PALMIET Staff Station, just beyond which on the left we sight some beautiful cascades, we rise towards WYEBANK, another similar station, and an impressive sight bursts into view when the massive hill immediately on the right is overtaken—a vast rupture of the earth, blackened with forests, and long, level-topped mountains soaring mournfully over it. After twisting to a higher altitude,



PALMIET FALLS, NEAR PINETOWN



THE GOERGE, KRANTZ KLOOF

the scene resolves itself into a huge chasm, which, seen in the half-light or on a murky day, looks very weird. This is the principal of the several noted krantz-kloofs, from which the next station derives its name, and as we speed thither, sweeping by the Special Stopping Place of FIELD'S HILL, we get a view of the other eastern kloof.

KRANTZ KLOOF is bleak and almost desolate, yet it is in the heart of good farming land. The broad, undulating acres, stretching in idleness north, south, east, and west, could be turned to excellent account in roots, cereals, and forage, and dairying could be profitably followed. The climate is superb and would

Altitude	-	1,808 feet
Distance	-	22½ miles
FARES:		
1st Single	5 9.	Return, 8 8.
2nd "	3 10.	" 5 9.

alone induce health and pleasure seekers. It is said that upon a clear day, with the aid of a telescope, ships can be discerned passing along the coast, and even some of the rivers embouging in the sea, while a splendid view of the contour and interesting features of the lower terrace can be obtained from the several elevations round. But the attraction of the kloofs is supreme, and they must be visited before an adequate conception of their grandeur can be formed.

Every visitor to Natal should go to Krantz Kloof. Days may be spent in thoroughly exploring the district, but it would be desirable to secure a guide from Pinetown, which place indeed might be made the headquarters.

To those who are accustomed to it, camping-out would prove enjoyable. The reader should be informed, however, that, until such time as the large tract of country is indued with greater life and progress, it will be necessary to obtain permission to shoot or fish from either the Natal Land and Colonization Company, Mr. Field, or Mrs. Gillitt,

who are the owners of practically the whole of the land around. From Krantz Kloof to GILLITT'S (the S.A. Constabulary Remount Depot) is a short run through a pastoral country relieved by a few plantations of black wattle and lanky eucalyptus. Passing this station and another stopping-place which bears the legend "EMBERTON," we get a glimpse of the estate-owner's house, pleasantly set on a wooded slope (far behind our trail we may still take occasional peeps at the ocean) and ascend towards

Altitude	-	-	1,969 feet
Distance	-	-	25 $\frac{1}{4}$ miles
FARES:			
1st Single	6/3.	Return	9/3.
2nd "	4/2.	"	6/3.

HILL CREST. A few years ago this place was almost unknown. Now it is a good-sized suburban settlement, and the salubriousness of its climate is drawing further residents. The scene described below is within walking distance, and there are also some fine waterfalls five miles away. The Inanda Hills and the sea are plainly visible in clear weather.

Altitude	-	-	2,225 feet
Distance	-	-	27 $\frac{1}{2}$ miles
FARES:			
1st Single	7/-	Return	10/6.
2nd "	4/8.	"	7/-

Passing sinuously onwards we observe the acute groovings in advance, and the track vanishing sharply round the projecting hills, and wonder how long the winding and climbing will continue, and what the ascent betokens. We are held but briefly in suspense, for, cutting through a cleft in the rocks, there, involuntarily turning our gaze towards it, lies an enchanting sight. Imagine a wind-tormented sea, the nearer waters rocking in countless pyramids of fury, far off great billows tossing mountains high. Next conceive a Power having commanded the pyramids and the billows to remain immovable, and the greenest grass to clothe them, and you will gather something of the magnificent spectacle. As we proceed, this wonderful scene broadens and deepens until



ON THE N.G.R., NEAR BOTHA'S HILL



GROUP OF NATIVES

BOTHA'S HILL is reached, where a number of natives detrain. They are going home.

Altitude	2,125 feet
Distance	31 $\frac{1}{4}$ miles
FARES:	
1st Single, 8	Return, 12
2nd " 5	" 8

Of all the races on the earth it is questionable whether there is one more irresistibly allured to his "family hearth" than the Kafir. Within easy distance of this station several tribes have their villages, and a visit to the kraals accompanied by a good guide and a kodak would afford

considerable pleasure to anyone interested in the customs and characteristics of the native.

Journeying now towards Inchanga, which may be styled the half-way house to the Capital, we observe several huts sprouting on the sides and summits of the hump-backed hills, looking strangely like inverted pudding-basins, and round about we mark the small mealie plots of the none too provident native. As we proceed, the western view gives us a wild and broken country, with great balls of good workable granite clinging like fungi to the mountain sides, and in between the gaps we get a final glimpse of the filmy sea. The momentum of the train plainly indicates that we are descending a heavy grade, and we soon dart into a tunnel—180 feet in length, and a splendid bit of work—then we turn our eyes eastwards, take a long last look at the "beautiful valley of a thousand hills," and in a little while pass through

DRUMMOND (Traffic Hotel), renowned for its bracing climate and hilly picturesque-

Altitude	2,128 feet
Distance	35 $\frac{1}{2}$ miles
FARES:	
1st Single, 9	Return, 13
2nd " 6	" 9

ness. There is little life in these rocky regions—perhaps a kafir woman with a curious lance-bucket kind of coiffure, and a baby tied in a bundle at her back, or a young girl attired in an exceedingly light and inexpensive costume,

balancing on her head, as she swings along, a calabash of utywala (a large onion-shaped vessel of native beer). In a few minutes we are at

INCHANGA, where a wait of twenty minutes for refreshments is announced. A large and elaborately-appointed hotel has recently been erected, and is sure to be well patronised by persons desirous of deriving health and pleasure from this invigorating neighbourhood.

Altitude	-	-	-	2,064 feet
Distance	-	-	-	39 miles
FARES:				
1st Single,	9/9.	Return,	14/8.	
2nd "	6/6.	"	9/9.	



BY RAIL AND ROAD, NEAR BOTHA'S HILL

CHAPTER III.

FROM INCHANGA TO PIETERMARITZBURG.

RESUMING our travels, we observe a decided difference in the configuration of the country. What were angry-looking mountains a while ago, is now undulating pasturage, cultivated land, and a freshening air, in the middle of which is the small station of HARRISON, dividing the long section to

Altitude	-	-	-	2,125 feet
Distance	-	-	-	41½ miles
FARES:				
1st Single,	10/6.	Return,	15/9.	
2nd "	7/-	"	10/6.	

CATO RIDGE. Arriving at this centre we see a number of storage sidings running

Altitude	-	-	-	2,470 feet
Distance	-	-	-	44¾ miles
FARES:				
1st Single,	11/3.	Return,	16/11.	
2nd "	7/6.	"	11/3.	

in all directions, and connecting in an evidently convenient manner with the main line. This district does not, as the stranger might suppose, contain a flourishing township as yet, but it is an excellent one for stock, dairy and poultry farming, and for the cultivation of corn, potatoes, and mealies. The farming community has increased considerably during recent years, and, as there is good land still available, it will no doubt attract further cultivators. An hotel is contemplated, as well as a sanatorium, but at present, visitors find accommodation at several of the neighbouring farms. The Umgeni, Umlaas, and Umsindusi Rivers—in which devotees of the rod will find good sport—are only a few miles away, and some exceedingly pretty falls, turned like a horse-shoe, are to be found in the Umlaas and well deserve a visit. A striking range of flat-topped and conical mountains is seen some ten



CATO RIDGE STATION

miles distant, and here the first glimpse is caught of the noted Table Mountain dominating its companions. To those whose botanical, geological, or other scientific studies lead them far afield and into primeval places, these mountains, which are really a continuation of those at Krantz Kloof, can be commended.

The district between Cato Ridge and Thornville Junction may be at once described as one of the oldest, largest, and most prosperous agricultural divisions in the Colony. Dairy-farming is also successfully pursued, though the locality is not particularly adapted to stock-breeding. The principal articles of produce are oats, forage, mealies, potatoes, and beans. Maritzburg, being the nearest town, is a large market, but the cultivations also find ready buyers in other centres of Natal and in the Transvaal. Land is valuable and in great demand.

Returning, however, to Cato Ridge. Leaving this station in the rear, we still enjoy, looking to the east, the magnificent expanse of bold rugged country. Soon we sight

CAMPERDOWN, which, being within easy reach of both Pietermaritzburg and Durban,

Altitude	-	-	-	2,497 feet
Distance	-	-	-	48 miles

FARES			
1st Single, 12-	Return, 18-		
2nd " 8-	" 12-		

is a spot freely recommended to convalescents and those requiring change and rest at a bracing elevation. It is said to be most agreeable for those suffering from chest complaints. There is a well-appointed brick hotel

close to the station and in the vicinity a number of houses open to paying guests. Photographers and sportsmen will be accorded fair "bags" in their respective operations, and many other ways will be found for pleasantly whiling away the time. Eight miles away, in a pretty situation, will be found the largest body of fresh water in Natal,—the new emergency dam constructed for the Durban Corporation. It is two miles long, attains a width of over 800 yards, and has a capacity of five hundred million gallons of water. It should prove of considerable attraction to Camperdown visitors. Passing on, we take in our way the little station of

Altitude	-	-	-	2,606 feet
Distance	-	-	-	51 miles

FARES			
1st Single, 12 9.	Return, 19 2.		
2nd " 8 6.	" 12 9.		

UMLAAS ROAD, from which coign of vantage we are afforded a grand prospect of the mountain range in the distance.

Altitude	-	-	-	2,863 feet
Distance	-	-	-	53 1/2 miles

FARES			
1st Single, 13 9.	Return, 20 8.		
2nd " 9 2.	" 13 9.		

MANDERSTON, our next station, has no special charms and we head for

THORNVILLE JUNCTION. This place is but scantily furnished with buildings—
 an hotel, a bacon and ham factory, and a few houses and
 farms compose its structural wealth. It is, however, a
 railway centre of no mean activity and importance, being
 the junction for the Richmond Branch. A convenient

Altitude	-	-	-	3,006 feet
Distance	-	-	-	59 $\frac{3}{4}$ miles
FARES:				
1st Single,	15/-	Return,	22/6.	
2nd "	10/-	"	15/-	

morning and afternoon service of trains is arranged between Richmond and Maritzburg, making connection at the latter station with the trains from the uplands, and at the junction with those from the coast. For a description of the Richmond district and its facilities, see pages 201-205. After Thornville Junction the next main line station is

FOX HILL. This suburban territory is within seven miles of Pietermaritzburg, and enjoys a very healthy situation. In the east distance our rocky guide, Table Mountain, again appears, and as we pace down the hill we perceive an unequal country to the right, enlivened with mushroom-like bushes of the

Altitude	-	-	-	2,810 feet
Distance	-	-	-	63 $\frac{3}{4}$ miles
FARES:				
1st Single,	16/-	Return,	21/-	
2nd "	10/8	"	16/-	

mimosa class. Now, setting our eyes on the north-east, we catch the first faint glimpse of the Capital, becomingly dressed in foliage and nestling under the protecting wing of the massive Zwaartkop hills. With occasional interruptions we keep the city in sight, and, after overtaking MOUNT RULE, an intermediate staff station, the scene becomes more animated and picturesque, and our attention is withdrawn from the dimpled cheeks of the rounded hills to the bordering view of pretty villas and straggling people on the abutting road which stretches citywards, while from this nearer quarter we secure a larger panorama of the Capital. Fort Napier is detected on the left elevation, embracing quite a little town in itself, and down below is the City proper.



RIVER UMSINDUSI



SOURCE OF THE UMSINDUSI

UMSINDUSI Station, the advance patrol of the City, is quickly gained, and we notice

Altitude	-	-	-	2,132 feet
Distance	-	-	-	68½ miles
FARES				
1st Single	17	-	Return	25 6.
2nd	11	1	"	17

is heavily veiled by trees. Here our tickets are examined. This operation being accomplished, we proceed again, and running over a river bearing the same name as the station—upon whose banks the City is built—we travel smartly

down a decline, whisking by charming suburban residences. A little further on we pass the southern outposts of the town, and mark, standing in an extensive parkland upon our right, a handsome red-brick edifice. This is one of the first colleges in Natal. Now, once more we enter the halls of civilization, as it were, for our course is bounded by well-built, clean-looking houses: and, after vigorously mounting another grade, we slacken speed, and, passing cautiously by several very long, gate-protected streets, noticing on the right hand the glass-fringed walls of the gaol, and on the left hand the garrison church, we steam into the second largest station on the line and alight at the historic Capital of the Colony—Pietermaritzburg.

A rapid sketch here of our surroundings will be useful. Facing us is the main exit



PIETERMARITZBURG FROM TOWN HILL

leading through a wide booking-hall, in which are the Booking and Telegraph Offices and Cloakroom. To our right are the Refreshment and Dining Rooms, and a "bay" from which the Richmond branch trains depart. To our left are the bookstall, the various Station Officials' and Parcels Offices, Waiting Rooms, and the "bay" set aside for the Greytown branch trains.



RAILWAY STATION, PIETERMARITZBURG

CHAPTER IV.

THE CITY OF PIETERMARITZBURG.

THE Capital of the Colony was laid out in the year 1839 by the Dutch voortrekkers from the Cape, and was named from two of their leaders, Pieter Retief and Gert Maritz. The sturdy pioneers had suffered much since they had brought their wagons down the passes of the Berg into "the meadow of Natal." Seventy of their number, headed by Pieter Retief, had been treacherously murdered at Umgungunhlovu, on the White Umfolosi, the Great Kraal of Dingaan, the Zulu King, to whom they had gone to sue for territorial rights. Following that massacre, Dingaan's impis attacked in the night the Dutch camps scattered along the Tugela and Bushman Rivers and within a week murdered about 600 men, women, and children. Warfare continued until Andries Pretorius defeated Dingaan at the Blood River on the 16th December, 1838—"Dingaan's Day"—and so secured peace for his countrymen.

FOUNDATION

From "The Story of a South African City" (J. F. Ingram),—which volume it might be mentioned is a complete biography of the Capital—we gather that after the events indicated above, the Settlement of Maritzburg consisted of six small hovels and many wagons and tents; that in the beginning of 1839 a Volksraad, or Council of the people, was elected, and that on the 15th of February of the same year the town was officially named Pietermaritzburg. The natives name it "Umgungunhlovu" from the ancient seat of government of the Zulus on the White Umfolosi River.

Such then, was the founding of the Capital of Natal.

MARITZBURG, as it is usually called, enjoys an altitude of 2,218 feet above the sea level. It is 70 $\frac{3}{4}$ miles by rail from Durban, and 55 by road. It lies in a leafy hollow, and is commanded by hills on every side. Two small but pretty rivers, the Umsindusi, and Dorp Spruit, embrace the town, and are strongly bridged.

SITUATION

Altitude - - - 2,218 feet
Distance - - - 70 $\frac{3}{4}$ miles

FARES:

1st Single, 17 9. Return, 26 8.
2nd " 11 10. " 17 9



The formation is purely Dutch—rectangular, with right-angled streets running from end to end, and amounting in all to nearly 30 miles.

**FORMATION,
EXTENT,
POPULATION**

The borough comprises about 45 square miles, including town lands.

The estimated population is 20,000 Europeans, 8,500 Natives, and 6,500 Indians, or a total of 35,000.

The Municipality is divided into eight wards, and its affairs are well administered by a Mayor and fifteen Councillors. Its representation in the

**MATTERS
MUNICIPAL**

Legislative Assembly is three members. The rateable amount of the Borough properties in the year 1902, was £3,398,605, as compared with £1,325,250 in 1891. The general rate was 2½d., and the water rate ¼d. in the pound. The Municipal Revenue was £105,051, Expenditure, £166,918, Assets, £1,508,280, and Liabilities £721,800. The town lands comprise some 15,400 acres, valued at £462,000.

The main thoroughfares are well-made and lighted by electricity.

The houses, especially those erected during the last few years, are substantially built, mostly of red brick, commodious, and conveniently arranged. In the suburbs there are many very handsome villa residences.

The water is good, and the supply, which had fallen short of the greatly increased demand, has now been met from additional sources at considerable cost.

The sanitary arrangements are fairly efficient.

The European birth rate is 26·0, and the death rate 13·8 per thousand.

There is a well-disciplined European and Coloured Town Police Force : also a Volunteer Fire Brigade, under a permanent Fire Master, fully equipped with steam engine, manuals, escape, and all necessary modern appliances.

There are a large number of public buildings, some of which are of pretentious proportions and excellent design, notably the New Town Hall, which was opened by H.R.H. The Duke of Cornwall and York, in August, 1891 (one of the finest edifices in South Africa, and possessing the fourth largest organ in the world), the Colonial Offices, Houses of Parliament, Government House, Maritzburg College, Natal Police Barracks, Lunatic Asylum, and Central Station. There are also many other structures, capacious and attractive, chief amongst which are the Post Office and Supreme Court, Victoria Club, "Natal Witness" Office, Police Station, Market Hall, Library, and Reading Room, Masonic Hall, Theatre, and several Banks.

PRINCIPAL BUILDINGS



Building operations are everywhere apparent, and in a little while new Postal and Telegraph Offices, new premises for the Engineer of Railways' Department, and possibly a Drill Hall and a Museum will be erected. The active prosecution of structural works,



not only in the city but also in the suburbs, augurs well for the bright future of the Capital.

One of the primal attractions of the district is the salubrious climate, which is said to be especially favourable to incipient bronchial ailments.

GENERAL ATTRACTIONS

Of the *inner* places of resort, the following are the principal.

THE ALEXANDRA PARK, a beautiful well-timbered ground comprising some 180 acres, situated on the right bank of the Umsindusi River, to which access can be gained from several directions. It possesses a large Oval, and cycling track; pavilion and band-stand; golf, tennis, football, and cricket grounds; welcome avenues and arbours, and a fine conservatory.

THE BOTANICAL GARDENS, which lie on the west side of the City, are a good example of their kind. They afford lovely walks and are largely visited. The charmingly-situated Waterworks are also in the vicinity.

The *outer* spots of enjoyment are TABLE MOUNTAIN, the most fascinating rendezvous for picnickers, photographers, and scientists;

THE TOWN BUSH AND CHASE VALLEYS, where nature has been most bountiful with her waterfalls and sweet woodland gifts; and





PRESENTATION OF WAR MEDALS AND REVIEW OF COLONIAL TROOPS, ALEXANDRA PARK, AUGUST, 1901. (VISIT OF T.R.H. DUKE AND DUCHESS OF CORNWALL AND YORK)

THE VARIOUS HOLIDAY CENTRES, each within easy reach of the city, namely, Camperdown, Edendale, Zwaartkop, Sweetwaters, Hilton Road, Howick, and Albert. These are described in their appropriate places.

The following handsome monuments, the handiwork of eminent sculptors, adorn the City: A

**STATUARY,
ETC.**

a white marble statue of the late Queen Victoria, a statue of Sir Theophilus Shepstone, two

striking monuments, one commemorating the brave who fell in the Zulu war of 1879, and the other, a column, erected in remembrance of the volunteers who died in suppressing the Langalibalele Kafir Rebellion in 1873. The lobby of the House of Assembly contains the bust of the late Sir Henry Binns, as well as two tablets, one erected to the memory of the latter and the other to that of the late Right Honourable Harry Escombe, also at one time Premier of the Colony.

In the vestibule of the new Town Hall is a large choicely-designed tablet, unveiled by H.R.H. the Duchess of Cornwall and York, in remembrance of the Natal Volunteers who lost their lives in the recent Boer War; and, fittingly enough, opposite this tablet has been placed the bust of that able and prescient statesman, the late Sir Edward Bartle Frere.

In the various churches will be seen many tablets in honour of those beloved and worthy pioneers and citizens who have joined the great majority.

These are many and sundry, and applied to the

**SOCIETIES,
INSTITUTIONS,
CLUBS**

advancement of commerce, agriculture, horticulture learning, music, law, botany, photo-

graphy, moral and physical development, angling, shooting, sociability, thrift, etc. There are also a number of benevolent institutions, while Grey's Hospital and the Sanatorium do splendid work.

The Natal Society is the oldest of all local Institutions, and counts amongst its members the Colony's most learned, eminent, and influential men. It maintains a commodious building, which includes Museum, Subscription Library, and free Reading Room. The circulation of books is about 40,000, and magazines 15,000 per annum.



PICNIC PARTY CROSSING A DRIFT



IN THE PARK, MARITZBURG

The principal clubs are the "Victoria," and the "Natal."

There are, of course, the usual Masonic, Oddfellows, Foresters, and similar lodges.

These include a large and flourishing brewery, a tannery, several brick, pottery, and printing works, carriage and wagon manufactories, and other smaller enterprises.

INDUSTRIES



An important show is held annually in connection with the Agricultural Society, and

all manner of Colonial productions, manufactures, implements stock, etc., are exhibited thereat. The Horticultural Society, Natal Poultry Club, and Maritzburg Kennel Club, are other

well-reputed Institutions that give yearly exhibitions.

Maritzburg possesses a fine theatre. High-class concerts and other entertainments are organised throughout the year, and outside the wide

ENTERTAINMENTS

array of local talent, distinguished artistes from every part of the globe visit the City. Sacred concert and organ recitals are arranged in the Town Hall by the Borough Organist at certain intervals.

Quite a number of sacred edifices are to be found. There are two cathedral-churches—St. Peter's and St. Saviour's. The remains of that great ecclesiast

RELIGION

and scholar, Dr. Colenso, first Lord Bishop of Natal, repose beside the altar in St. Peter's. To indicate the religious fervour of the citizens, a former writer may be quoted: "Every denomination is strongly represented, and the style of building together with the interior fittings, are sufficient evidence of the religious vitality."

Maritzburg is an educational centre of considerable importance, and its scholastic advantages are sought not only by young Natalians but also by those from the neighbouring Colonies. At Maritzburg itself the College Masters are University men, and the curriculum embraces Classics, English Literature, Science, Mathematics, Modern Languages, etc., as well as elementary subjects. The Merchiston School for boys, and the Girls' Collegiate School, are also important educational institutions. There are, in addition, the Government Boys' Model Primary School, and two Girls' Primary Schools, beside denominational and private scholastic establishments.

SCHOOLS



INTERIOR OF
THEATRE,
MARITZBURG

The coloured children also have their schools. The Colleges for boys at Hilton Road and Balgowan, and the Girls' private school at Zwaartkop, are mentioned further on.

Two dailies are published in Maritzburg, viz.: the "Natal Witness" in the morning, and the "Times of Natal" in the afternoon. Both are in able hands, and enjoy a large circulation all over South Africa. There are also the "Government Gazette" and "Natal Afrikaner" issued weekly and bi-weekly respectively.

NEWSPAPERS

Branches of three Banking Corporations are in the City: The Natal Bank, Ltd., The Standard Bank of South Africa, Ltd., and the Bank of Africa, Ltd. There is also a Government Savings Bank.

BANKS



UMSINDUSI RIVER FALLS

Fort Napier which is the chief military centre in times of peace, overlooks the town. The Garrison accommodation has been largely augmented since the War.

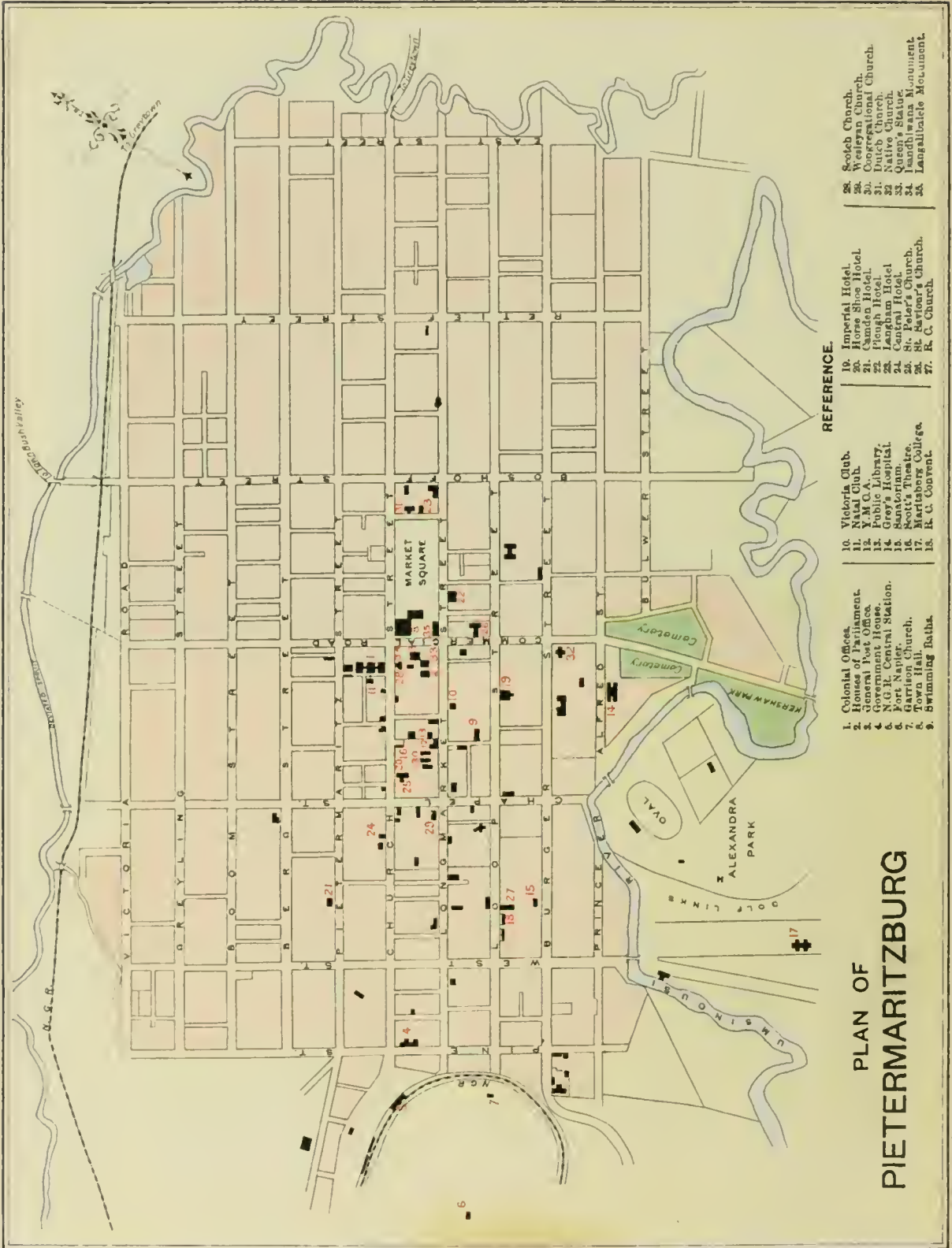
GARRISON,
VOLUNTEERS,
NATAL POLICE

There are two Volunteer regiments—the Natal Carbineers, and Natal Royal Rifles, as well as a Hotchkiss gun section.

The Natal Mounted Police Headquarters are also at Pietermaritzburg.

There is a Rifle Association with a good membership, including the Town Guard, which was formed during the emergency year of 1899. In respect hereof it should be said that, after Ladysmith was invested, and before the arrival of General Buller in November, 1899, the safety of Maritzburg caused some apprehension. For several nights these able-bodied men stood to arms, but happily the Capital escaped actual jeopardy.

The whole of the volunteer forces and a section of the Natal Police assisted in the Natal Campaign, extending from October, 1899, to September, 1900, and their ranks were depleted of many brave arms, amongst whom record should be made of the late deeply-lamented Colonel Royston, the Commandant, whose magnificent spirit, dash, and tact, proved of great service to the generals conducting the earlier operations, and during the Ladysmith Siege.



PLAN OF PIETERMARITZBURG

REFERENCE.

- | | | |
|--------------------------|---------------------------|----------------------------|
| 1. Colonial Offices. | 10. Victoria Club. | 28. Scotch Church. |
| 2. Houses of Parliament. | 11. Natal Club. | 29. Wesleyan Church. |
| 3. General Post Office. | 12. Y.M.C.A. | 30. Congregational Church. |
| 4. Government House. | 13. Public Library. | 31. Dutch Church. |
| 5. Port Napier. | 14. Central Hospital. | 32. Native Church. |
| 6. Port Napier. | 15. Sanatorium. | 33. Quaker's Church. |
| 7. Garrison Church. | 16. Scott's Theatre. | 34. Langalalana Monument. |
| 8. Town Hall. | 17. Marlborough College. | 35. Langalalana Monument. |
| 9. Swimming Baths. | 18. R. C. Convent. | 36. R. C. Church. |
| | 19. Imperial Hotel. | |
| | 20. Horse Shoe Hotel. | |
| | 21. Camden Hotel. | |
| | 22. Pough Hotel. | |
| | 23. Central Hotel. | |
| | 24. Central Hotel. | |
| | 25. St. Peter's Church. | |
| | 26. St. Saviour's Church. | |
| | 27. R. C. Church. | |

THE MAIN RAILWAY LINE gives access *South* to the port of Durban, and to Richmond (via Thornville Junction): *North*, to Howick, Mooi River, Estcourt, Ladysmith, Harrismith, Glencoe, Dundee, Newcastle, Charlestown, and the Transvaal, while a branch Line radiates from Maritzburg, running to Greytown in Umvoti County (see pages 205-212). The new route to the Cape will,

RAILWAY, POST
CART, HOTEL,
ETC., FACILITIES

when constructed, also have its junction with the Natal trunk line at Maritzburg.

THE SUBURBS of the Capital reached by rail are Umsindusi, Fox Hill, Zwaartkop, and Hilton Road, on the Main Line ; and Victoria Road, on the Greytown Branch Line.

A POST CART SERVICE runs daily from the City to Edendale, Boston, and Bulwer—(see page 221).

HOTELS and Boarding Houses are plentiful, catering for all classes.

LOCOMOTION in Maritzburg is provided by cab or jinricksha. Electric trams will probably be introduced in the near future.

The street plan of Pietermaritzburg has been specially prepared by the Borough Engineer, and will be found to embody much useful information.

PLAN OF PIETERMARITZBURG



LOVERS' WALK,
ALEXANDRA PARK,
MARITZBURG

It is only due to the City to say, that in all things during the War, whether in the immediate response of the citizens to the call of arms—a number of whom never returned—the provision for some 12,000 refugees during the prolonged period of the War, the dispensation of relief to the

CONCLUSION



EDENDALE FALLS

indigent amongst them, or the succouring of the sick and wounded in their hospitals, churches schools, private residences, and Houses of Parliament, they acted with a nobleness and fervent loyalty which cannot be too greatly esteemed. The subjoined extract from the eloquent speech of His Royal Highness the Duke of Cornwall and York, delivered at the opening of the New Town Hall in August, 1901, will be kept long in honourable remembrance :

" We are very glad that during our long and interesting journey it has been possible to visit the Colony of Natal, and here, in its capital, to open your new Town Hall that takes the place of the original building, the foundation stone of which was laid by my late lamented uncle, the Duke of Edinburgh. Moreover, I am proud to come amongst you to testify to that profound feeling of admiration which thrilled the whole nation at the ready self-sacrifice with which the manhood of the Colonies rallied round the old flag in the hour of danger. And in doing this I am fulfilling the wish of my dear father, the King, who, keenly sharing this national sentiment, was determined if possible, to give effect to the desire of Her who from the first followed with deep sympathy, interest, and satisfaction the efforts gallantly achieved and sufferings nobly borne by her people in Natal in defence of the Empire. In the cause you have given your best, and here at the heart of the Colony the thought comes home with increased anxiety how few amongst those whom I am addressing have not suffered and made sacrifices

on account of the War. We offer our deepest sympathy with all who sent their dear ones to the front never to return. These sacrifices have not been in vain. Never in our history did the pulse of the Empire beat more in unison, and the blood which has been shed in the veld has sealed for ever our unity, based upon a common loyalty and determination to share, each of us according to our strength, the common burden. It is our fervent hope that peace may soon be restored throughout the Continent of South Africa, and that Natal may continue to advance along her former paths of progress, happiness, and prosperity."

CHAPTER V.

FROM PIETERMARITZBURG TO MOOI RIVER.

RE-COMMENCING our journey northwards, after clearing the busy railway yard, we have upon our right a wide-spreading plain with a lofty range of hills in the background. Fixing our eyes upon the predominating peak—the Zwaartkop—then passing them over the well-wooded eminences in the foreground, we review the pleasant situation of the Botanical Gardens, the Waterworks, and the beautiful Town Bush, and Chase Valleys already named. At the base of the hills is the suburban station of Victoria Road, and stretching towards us, intersected by the Mayor's Walk, are the Military Parade, Polo, and Recreation Grounds.

The Electric Lighting Works, we notice, skirt the line, and the large brick sheds, located some distance to the north-east, are the stables of the railway locomotives. Below the latter the Greytown Branch Line runs.

We are now toiling up the Town Hill. On the right we pass the site of the Boer Refugee



CIVILIZED WEDDING, IDENDALE MISSION STATION

B. W. Caney

Camp, on the left is Fort Napier, with its numerous buildings and works. In a moment the Military Cemetery appears in sight.

Passing the sacred field where officer and man are brought to the same noble level, demanding one equal, reverent regard, we wind slowly up the difficult steep, past the **Military Camp Siding**, and see, far below our feet, an immense farm-and-hut-speckled

plain, darkened by eucalyptus plantations, with mountains, shaped like tables and sugar loaves, asserting themselves in their blue magnificence over all.

Many roads have scratched their routes upon this map-like plain, and one of them leads to Edendale, a native mission station of considerable influence. This mission is worthy of special mention for its good work amongst the natives. The establishment embraces several industrial institutions, a church, store, and other buildings. A visit thereto would be attended with much enlightenment as to the means employed in the christianising of the kafir. Edendale is not renowned for native mission work alone—it is a favourite pleasure ground, and the Falls of the Umsindusi attract many photographers and other visitors.

Transferring our attention to the right, we receive, ever and anon, charming bird's-eye glimpses of the city, and the lowering Table Mountain with Spitz Kop in attendance. We still pant twistingly on, but the inevitable tardiness is relieved by the exquisitely pretty and refreshing outlook over the even, rolling hills, browsing cattle, lovely kloofs, and beautiful floral embellishments. Shortly after passing **The Grange** Staff Station, we reach **ZWAARTKOP**, from which station we secure a grand and complete view of

Altitude	-	2,951 feet
Distance	-	7 ¹ / ₄ miles
FARES		
1st Single	19/-	Return, 28/6
2nd "	12/8	" 19/-

the Capital. This place is a suburb of Maritzburg, and it is also a much-visited resort on holidays. Near the station a young ladies' Seminary will be observed. A few miles away is a large native settlement of the tribe which had for its chief the late Teteleku.

CAMP DRIFT, MARITZBURG



Leaving Zwaartkopp, we advance to a still higher altitude, and traverse one of the most charming pieces of country imaginable. The right hand gives us a view of two score miles of undulating land, and the left presents us at intervals with evergreen bush and creeper-covered kloofs. So near are they that we may almost touch the trees and fern-frilled rocks, and hear the ripple of the Sweet Waters, as this spot is called. Winding through the cuttings to a greater elevation, we gain another of Nature's similar lavishments, Winter's Kloof, where a station has been established. Needless to remark, both Sweet Waters and Winter's Kloof are favourite picnicking haunts.

The end of our KAFIR CHIEF TETELEKU ascent is not yet,

although we have risen nearly 1,200 feet since leaving Pietermaritzburg—and it is necessary to pause for a few minutes at BOSHOFF'S ROAD for locomotive watering purposes. After accomplishing this, we make for one of the most important wattle-growing centres in the Colony—Hilton Road. On the hill to the right we descry a





SWEET WATERS

portion of one of the largest wattle plantations in the world—over 2,000 acres in extent—and a little further on we take our last peep at the mist-shrouded Capital.

HILTON ROAD is noted not only on account of its extensive wattle cultivation, for it boasts a Boys' College; it is an increasingly popular suburb of the city; it is very healthy, and affords some magnificent mountain views in fine weather.

Altitude	-	3,713 feet
Distance	-	82½ miles
Fares:		
1st Single, 20 6.	Return, 30 9.	
2nd " 15 8.	" 20 6.	

After Hilton Road, we wind comfortably through a swelling meadowland, bounded on the extreme left by a chain of mountains. The nearer view exhibits more wattle-planted expanses, while here and there we observe

clusters of trees, and a number of cattle and goats, which announce the near vicinity of farms. Presently the River Umgeni and the luxuriantly situated village of Howick come in sight.

HOWICK needs scant introduction. It is justly famed as one of the chief health and pleasure places, and as a farming and wood-producing district it is also of some account. The chief attraction lies, of course, in the celebrated Umgeni Falls. The river at this point dashes over a precipice 360 feet in height.

Altitude	-	-	5,139 feet
Distance	-	-	88½ miles
FARES:			
1st Single, 23/-	Return, 33/-		
2nd " 11 8	" 22		

In the rainy season, especially, the sight of this sheet of water, stretching sheer from top to toe of the mighty rock, is thrilling and magnificent. The Kar Kloof Falls, some eight to ten miles higher up the Umgeni, are in no sense inferior in splendour. They are formed by tiers of beautiful cascades having an aggregate descent of over 350 feet.

The village is situated about two miles from the station, and carriages from the " Falls " and " Castle " Hotels, meet all passenger trains. There is also an hotel located near the station. Accommodation is much in demand at all three. There are three churches, a Public Library, and various clubs in the village, while good fishing may be secured above the Falls.

Passing on, and over the iron structure which bridges the river, we keep the Umgeni in sight, and may discern disciples of the immortal Izaak busy with rod, line, and fly, teasing the timid trout. Almost as we watch, we run through Hospital Siding, which marks the location of two large camps during the war, those of the Hospital and the Boer refugees. At the latter some 3,500 men, women and children were provided for. As we proceed, the country maintains its beautiful wattle-timbered character, and mealie and vegetable fields break the sameness of the grass lands. Fern Hill (Swan's Crossing) is now quite near, and as we speed by, we catch a glimpse of the prettily-set Sanatorium-hotel, which is the resort of many visitors during the summer months. We soon make another stopping place, rejoicing in the name



ON THE N.G.R., NEAR BOSHOF'S ROAD



HOWICK FALLS, 360 FT. HIGH

of "Tweedie Hall," a station serving a flourishing wattle and dairy-farming district.

Now we make for the gateway of the Dargle and Impendhla settlements, particularly noted for their horse and stock-breeding, as well as agricultural pursuits. Indeed, not only these portions of the Colony, but those all along the railway from here to Mooi River are especially adapted for these occupations, as well as for wattle-growing and dairy-farming. Good clay is also obtainable, and the brick-making industry has been started at several points within the area. As we approach

DARGLE ROAD, we notice that the steep country to the left is overtopped by marquee-shaped mountains, and further on, the Inhluzani group looms like a train of caravans coupled to an elephant. It may be remarked, by the way, that there is good trout fishing in the vicinity of Dargle Road, and an hotel adjoins the station.

Altitude	-	-	3 477 feet
Distance	-	-	93½ miles
FARES:			
1st Single,	25 9.	Return,	35 8
2nd	15 10	"	23 9.



UMGENI RIVER, HOWICK

There is little to rivet our attention after passing Dargle, save the rustic wooden bridge over the Lion's River—looking old and decrepit compared with the iron span over which the railway passes—and perhaps an ox-wagon with several slothful Kafirs in command. It is a striking picture of the old style and the new. In a little while we commence the negotiation of another stiff serpentine climb. At the top of this ascent, we receive an extremely fine panoramic view of the country to the left, and notice that the former swollen lands are now reduced to slightly mounds, the pleated hills are streaked with dark brown foliage, while scattered promiscuously about are a number of kafir huts looking no bigger than ant heaps.

LIDGETTON is soon afterwards reached. This is a very agreeable hamlet, where a

Altitude	-	-	5,912 feet
Distance	-	-	99¼ miles
FARES:			
1st Single,	25 -	Return,	37 6.
2nd	16 8.	"	25 -

healthy holiday may be spent. The air is most invigorating, and there are some beautiful spots in the kloofs around and about Caversham. There is a small, but homely, hotel near the station, as well as several good

boarding houses in the vicinity.



FALLS NEAR HOWICK

station and school before passing the two Staff Stations of **Lynedoch** and **Kingston**, steam towards the fashionable health resort of

NOTTINGHAM ROAD, which is also noteworthy as the farthest point to which

Altitude	-	-	-	1,807 feet
Distance	-	-	-	111½ miles
FARES				
1st Single	28	Return	12	
2nd	18 8.		28	

detached parties of the raiding Boers penetrated during the invasion. We see on entering the station a substantial two-storeyed hotel and several other buildings, including the Public Hall; while around, a few private residences, boarding-houses, and a sanatorium are observed. An enquiry as to the attrac-

Parting from this station, we cross a second bridge over the Lion's River. This stream, it might be said, is neither remarkable for its roar, nor for any other leonine peculiarity, but it gives some pretty falls about a mile from the station, which we view in passing. A little beyond the falls will be observed a delightful piece of pastoral and woodland scenery. Immediately afterwards we enter upon the rougher-surfaced country, with big boulders and stones strewn in all directions.

BALGOWAN is the next passenger station, and here, while the engine is refreshing itself, we may

Altitude	-	-	-	1,183 feet
Distance	-	-	-	10½ miles
FARES				
1st Single	26 3.	Return	39 5	
2nd	17 6		26 3.	

do the same with the light fare provided at a moderate charge. Taking a forward view of the country, we see, standing a little way back from the railway line, a red brick erection, with a square tower surmounting an archway. This is the new Michael House College. It was built with the laudable object of providing a public school conducted on precisely the same lines as those in England, with houses and house-masters, all, of course, 'Varsity men.

There is no hotel at **Balgowan**, but at least one farm is open to paying guests.

Proceeding, we make a long curve, and taking a farewell view of the

tions of the locality would elicit the answer—fishing, shooting, riding, tennis, health, with an unmistakable emphasis upon the last-named.

The air is unexceptionable for recuperative purposes. The Drakensberg Mountains lie about thirty miles away, and after leaving the station, its two famous castles, "Giant" and "Champagne," are discernible on the left. From an agricultural and stock-raising point of view, especially the latter, the district is prosperous. Farms have been largely taken up under the Berg during recent years, and the importation of valuable thoroughbred stock from home has greatly improved the herds. In the buck-shooting season, a visit to the Drakensberg from Nottingham Road would not only prove an exceedingly enjoyable and profitable excursion from a sportsman's standpoint, but other persons undertaking it—of course providing for their absence from civilisation for a week or two—



THE DEVIL'S PYRAMID, IMPENDLHA

J. E. Middlebrook



UMGENI RIVER

would derive no inconsiderable physical good from the exhilarating sojourn amongst the mountains, whilst photographers and scientific hobbyists would secure many valuable souvenirs. The "Towers," as they are called, a 'veritable *lusus naturæ*, would in themselves repay the journey. There they stand, these three stupendous heights, stern, magnificent, alone, their nakedness half clothed by tresses of long silken grass, while rugged precipices gaze in awe, and chasms keep them each inviolate—mighty monuments of a mighty caprice, too sublime in conception, too symmetrical in form, to have been chiselled by mortal hands.

ROSETTA, the succeeding station, is the centre of one of the most prolific potato and rhubarb producing districts in the Colony. English fruits are also largely grown.

Altitude	-	-	-	4,644 feet
Distance	-	-	-	11.5½ miles
FARES:				
1st Single	28 9.	Return	45 2.	
2nd	19 2.	"	28 9.	

Heading now for Mooi River, in the same winding manner as the canal-like stream which we have as company for several miles, our meandering continues through a distinctly pastoral land, until we pass the regular lines of the Military Hospital tents, cross the river bridge, and cut through the narrow neck of the railway yard into the station, where, it



AN UP-COUNTRY ORCHARD



RIVER SCENE, MIDLANDS, NATAL

should be noted, a sufficiently long stay is made for refreshments.

MOOI RIVER is not honest to its name. It cannot, by any possible stretch of imagination, be said to be "mooi" (pretty), but it is a healthy locality of wide renown, and much sought in the summer-time for its beautiful and medicinal climate. There is a good hotel near the station, the "Grantleigh," and another

about a mile away at Weston, the "Lake," a very commodious and picturesque hostelry. Some fine falls occur in the Mooi River, about fifteen miles away.

Altitude	-	-	-	4,556 feet
Distance	-	-	-	129½ miles
FARES:				
1st Single	31	3	Return	46 11.
2nd ..	20	10.	..	31 3.



MICHAEL HOUSE COLLEGE, BALGOWAN

The neighbourhood is notable for dairying and stock-breeding. Most of the South African products and all kinds of fruits also thrive well. The Natal Creamery Company has a large and important establishment at Mooi River,



DRAKENSBERG
(11,000 FEET)

which, together with the Creamery at Nel's Rust, practically provide the whole Colony with milk, cream, and butter, also sending supplies to the principal Transvaal centres.



DRAKENSBERG, BASUTOLAND BORDER



EAGLE'S NEST PEAK, DRAKENSBERG

I. E. Middlebrook

REIT VLEI, a considerable farming and stock district in Umvoti County, is reached by post-cart, which runs from Mooi River station every Tuesday and Friday about 1.30 p.m., fare 12s. 6d.

Mooi River is historic as marking the termination of the Boer invasion under responsible leaders. The enemy was certainly observed farther south, but, as previously stated, in disconnected bands. The operations in Natal may therefore be said to have commenced from this point, and are distinctively treated in the following pages, which, in addition to encompassing the attractive scenes observable from the train in passing through the War district, will, it is hoped, present a reliable *vade mecum* for the guidance of visitors to the various battle grounds and interesting spots incidental to the Natal Campaign.

PART THREE.

THE MAIN LINE OF RAILWAY

«Continued».

THROUGH THE WAR DISTRICT.



Recollections Of The War 1899-1900

PART THREE.

THE WAR DISTRICT.

CHAPTER I. INTRODUCTORY.

BEFORE passing into that district wherein were enacted those noble deeds, and where occurred those grim and stirring episodes which have photographed themselves upon the imagination of the world, it is desirable to mention that except in a few instances, notably about Estcourt, between Colenso and Ladysmith, and further on between Waschbank and Glencoe Junction, there is nothing exceptionally picturesque in the LANDSCAPE visible from the train, although a deeper search would be rewarded with scenes both bold and romantically beautiful. The visitor will review many notable and historic hills, the magnificent Drakensberg and Biggarsberg Mountain ranges; broad alluvial valleys; important rivers; and a number of kafir kraals; but the verdure and loveliness of the lower portions of the land will not be so evident. Nevertheless this area is the most fascinating part of all the Colony to the tourist, and attractive likewise to the agricultural and stock-farming settler.

As regards INDUSTRIAL CAPABILITIES, the northern districts are essentially pastoral, as will be gathered from the flocks of sheep, herds of cattle, and droves of horses which may be encountered. All kinds of South African Produce—roots, cereals, fruit, etc., are also extensively cultivated, whilst dairy farming is a considerable pursuit. The immense coal mining operations in the latitude north of Ladysmith, and especially in the Dundee district, are well known to constitute one of the largest industries in the Colony. New mines are being continually opened up in different parts of the country, which says much for the abundance of the “black diamond” deposits.

Touching the matter of CLIMATE, it may be said at once that every place enjoys a bracing atmosphere, but during the winter months the uplands are occasionally very cold.

CONCERNING THE WAR. The country between Mooi River and the border of the Transvaal has been made the subject of an independent part, divided into EIGHT CHAPTERS, as follows:—Chapter I. is assigned to these Introductory observations; II. deals with the events before Colenso; III. with the battlefields and interesting points around that place; IV. describes the historic spots *en route* between Colenso and Ladysmith; V. is devoted to the town of Ladysmith and the Siege; VI. reviews all its battlefields and attractions, including Spion Kop and Vaal Krantz; VII. is concerned with the country between Ladysmith and Dundee, embracing the Elands Laagte and Dundee engagements, together with a *résumé* of the cause of the quarrel; while VIII. covers the district between Glencoe Junction and the Transvaal border, summarizing General Buller's sweeping movement beyond Ladysmith, and detailing the battle-grounds in the vicinity of Ingogo and Charlestown.

Each station within the War territory is given in exact order, and the numerous incidents and scenes have been described and arranged to suit the convenient reference of the tourist. Nearly all the battles were fought within easy access of the Railway line.

Great care has been exercised to give a faithful account of the various scenes, conflicts, and casualties, and to combine the descriptive with the practical. The exhaustive details and data have been collected from the most reliable sources, and the following excellent works, of which the writer has consulted several to verify or supplement his own impressions, and to the authors of which he tenders his grateful obligations, can be recommended for full and engrossing details of all the incidents connected with the Natal campaign, viz.: “The ‘Times’ History of the War,” “The Great Boer War,” by Sir A. Conan Doyle; “The Natal Campaign,” by Bennet Burleigh; “From London to Ladysmith, via Pretoria,” by Winston Churchill; “With the Flag to Pretoria,” by H. W. Wilson; “South Africa and the Transvaal War,” by Louis Creswicke, as well as “The Battlefields of Natal Revisited,” published by John Singleton & Sons, Durban.

The stupendousness of the task which Sir Redvers Buller and his army at last so magnificently accomplished, and the obvious difficulties, dangers, hardships, and Imperial responsibilities with which Sir George White and the heroes at Ladysmith were confronted, can only be fully realised by a visitation

of the immortal fields. At every turn innumerable mouths in sad, mute, eloquence proclaim "the purple testament of bleeding war"—monuments and graves; cannon emplacements, redoubts, sangars and schanzes; wire entanglements, lyddite-blasted trees and rocks; as well as the cleverly conceived Boer entrenchments, deep and narrow, with overhanging sand-bag ledges to protect from shrapnel and time-fuse shells and to conceal the occupants, some with covered accommodation at the end not only sufficient for storing immense quantities of food and ammunition, but for housing large numbers of Boers themselves. These trenches are particularly well designed at Colenso, on the Ladysmith Hills, and on Lang's Nek. In some places, Time, the elements, and the tourist, have inevitably damaged the original formation, but many are intact, while some of the other evidences of the gigantic struggle will remain for generations. To those who may not be able to secure shells, empty cartridges, or other relics from the various fields and hills, and who are not photographers, it would perhaps be a pretty alternative to pick flowers from each and keep them as remembrancers. By this means the visitor will become possessed of some specimens of flora indigenous to the Colony, as well as emblematical mementoes of peace plucked from Natal's battlefields.

The BIRD'S-EYE MAP of the War District included with this work forms a special addition. The country is shown in elevation, and it is hoped that the idea which prompted its compilation, that of providing a unique, and at the same time, complete, serviceable, and accurate reference map of the entire War Area, in one sheet, will be found of interest and assistance not only in tracing the various scenes narrated in the following pages, but also as a compendious and independent souvenir of the memorable Campaign.

CHAPTER II. FROM MOOI RIVER TO CHIEVELEY.

BEFORE COLENZO.

MOOI RIVER marks the site of the most southern British Post in Natal during the last Boer War, and also the terminus of the enemy's main invasion. The Boers made a weak assault under Botha upon General Barton's position on the 21st November, 1899, and fired upon the Railway Station on that date, and again on the 22nd, but were afterwards withdrawn at the command of Joubert. In this effort they were intercepted at Willow Grange, and suffered a severe check, which morally saved Estcourt from occupation.



HIGHLANDS STATION, 5,000 FEET ABOVE SEA LEVEL

HIGHLANDS is the highest station above the			
Altitude -	-	-	4,954 feet
Distance -	-	-	130 $\frac{1}{2}$ miles
FARES:			
1st Single,	32/9.	Return,	49/2.
2nd "	21/10.	"	32/9

sea between the Port and Charles-town. It has no special attractions,

but is noteworthy as the last Railway Station vacated upon the approach of the invader. Glen is a Staff station, and

BRYNBELLA, a small passenger station between Highlands and Willow Grange.			
Altitude -	-	-	4,785 feet
Distance -	-	-	135 $\frac{1}{2}$ miles
FARES:			
1st Single,	33/9.	Return,	50/8
2nd "	22/6.	"	33/9.

Brynbella is of some little notoriety, as

BEACON HILL

recorded below.

WILLOW GRANGE. As already mentioned,			
Altitude -	-	-	4,430 feet
Distance -	-	-	138 miles
FARES:			
1st Single,	34/6.	Return,	51/9
2nd "	23/-	"	34/6.

the Boers retired from Mooi River, and in this movement were accelerated

by General Hildyard, who held the next British Post at Estcourt. To force this limb of the enemy in front of our main body was absolutely essential, and with that object, in the early hours of the morning of the 23rd November, 1899, a small army, covered by a naval gun on Beacon Hill, attacked the Boers on Brynbella Hill, and after a severe encounter took the position. Our losses were 13 killed and 74 wounded and missing. The enemy then retreated to their stronghold on the Tugela, wrecking the Railway bridges as they passed.

There is no hotel at Willow Grange, but several farms in the vicinity accommodate paying guests.

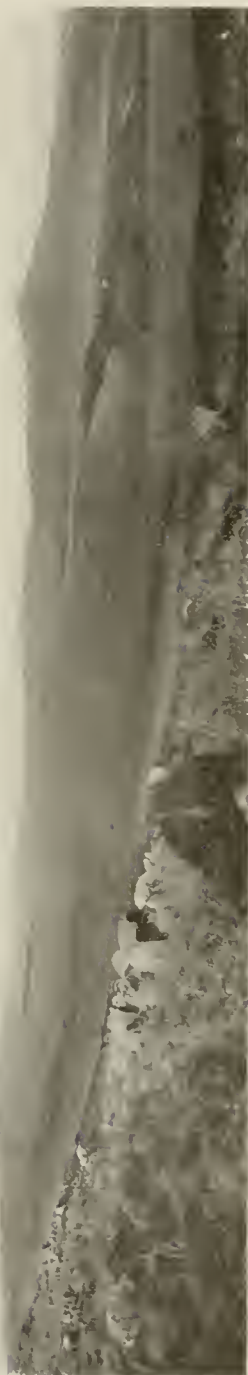
Beacon Hill and Mimosa are Staff Stations between Willow Grange and

ESTCOURT. The Railway approach to this			
Altitude -	-	-	3,833 feet
Distance -	-	-	146 $\frac{1}{2}$ miles
FARES:			
1st Single,	36/6	Return,	51/9.
2nd "	24/1.	"	36/6.

town is thoroughly agreeable. The rugged mountainous country, mimosa

valleys, and the winding Bushman's River invite more than a hasty glance. Estcourt, being the chief trading centre for the surrounding district, is of some importance. It has a population of over 400, and possesses a fair number of substantially-erected stone buildings. There are several

BRYNBELLA HILL





ESTCOURT

churches, a library, three hotels, and a sanatorium. The neighbourhood is very healthy, and interesting. The district is a very good one for stock and dairy farming, as well as for agriculture. Estcourt is dominated by hills, and Fort Durnford crowns one of the southern eminences. The rivers Big and Little Bushman converge at the north end of the town, forming some pretty falls. The long five-span bridge across the larger river, and the one over the Klip River at Ladysmith, were the only two structures of any consequence for 158 miles to the border, which escaped demolition by the Boers.

Estcourt played an important part during the war. It was a large British post for some time after the investment of Ladysmith, and a portion of the relieving army was concentrated here prior to General Buller's advance. Beacon Hill, previously referred to, and Gun Hill, on which the Naval guns were placed when the town was threatened, are within easy reach.

The important and historic village of **Weenen** is situated about 20 miles to the north-east of Estcourt, with which place it is connected by a tri-weekly Post Cart service. It is pleasantly set in a deep, warm, well-wooded hollow, and has a population nearly that of Estcourt itself, the larger proportion of the inhabitants being the descendants of the early Dutch pioneers. This agricultural settlement is an excellent one for the thrifty and industrious farmer. The soil is very prolific, and grain, roots, tobacco, and fruits of good quality are produced in large quantities.

There are also evidences of limestone deposits in the valley, and coal is known to exist in the neighbourhood, and also around Estcourt. Near **WEENEN** is the Unkolumba Mountain, which was used as our heliographic station throughout the Ladysmith siege.

Weenen has a sad yet stirring history. In the year 1837, during their homeless wanderings, a band of Dutch emigrants from the Cape territory looked down from the heights of the Drakensberg upon the lovely plains of Natal. Choosing as their leaders Piet Retief and Gert Maritz, they came through the wild passes of the mountains to this then savage land, pitched their tents along the banks of the Tugela and Bushman's Rivers, and treated through the Zulu king Dingaan for a grant of land. The assassination of Retief and his party immediately after the cession was concluded is known. This, however, was but the beginning of greater bloodshed, for Dingaan, intent upon exterminating the remaining emigrants, at once despatched

his *Impis* on that inhuman errand, and each of the several encampments, of which "Weenen" was one, was attacked almost simultaneously in the middle of the night, and men, women, and children, helpless and paralysed by terror, were foully murdered, only the cattle being spared. In all some 600 were killed, and the Boers wept greatly for the massacred, and in remembrance named their laager on the Bushman's river, "Weenen," which is "weeping." They then waged war against their barbaric foes, but Dingaan's power was not broken until ten months afterwards, when the merciless and treacherous king was utterly defeated and three thousand of his followers were slain. Four hundred were shot, so say the Zulus, on the banks of a tributary of the Buffalo, whose waters ran red with their blood, and Blood River it is called to this day. This sanguinary battle occurred on the 16th December, 1838, which date is religiously observed as an anniversary of thanksgiving amongst the descendants of these hardy



Railway Bridge over Bushman's River. Estcourt

and adventurous voertrekkers. It is interesting to note that at Blaauw Krantz drift, about four miles to the east of Chieveley Station, a cairn, enclosing the bones of some of the massacred emigrants, was erected in 1897 on the site of one of the unhappy encampments.

ENNERSDALE is a general farming district. A good hotel and a sanatorium are

Altitude -	-	3,913 feet
Distance -	-	151½ miles
FARES		
1st Single, 38 6.	Return, 57 9.	
2nd „ 25 8.	„ 38 6.	

in evidence. The Drakensberg with its long, hazy, bluish tiers, imposing and severe, is over thirty miles away, but looks nearer. Some tourists make this their starting point for visiting the caves once inhabited by those quaint human

pigmies, the Bushmen, an aboriginal race now almost extinct. Tabamhlope, or white mountain, 6,500 feet high, is accessible from this station, or from Estcourt.



SITE OF ARMOURD TRAIN DISASTER, FRERE

FRERE was the headquarters of General Buller for some time before, and subsequent

Altitude -	-	3,137 feet
Distance -	-	161 miles
FARES		
1st Single, 10 3.	Return, 16 5.	
2nd „ 26 10.	„ 10 3.	

to, the disastrous battle of Colenso. From this point the flank movement was made along the Springfield Road to Spearman's Camp, culminating in the unsuccessful attacks upon Spion Kop and Vaal Krantz in the January and February following.

Some of the officers and men wounded in the former engagement, and who died in the Military Hospital then stationed at Frere, lie buried in the same graveyard with those who fell at the armoured train disaster on the 15th November, 1899. The cemetery marking the site of the latter mishap, will be found close to a bend in the line on the right hand side, about a mile and a half north of the station. The circumstances of this unfortunate affair may be briefly recounted: An armoured train, containing in all some 120 officers, men, and railway staff was despatched on a scouting expedition from Estcourt. The enemy cunningly allowed it to pass this particular spot, in the vicinity of which are several hills, then placed an obstruction on the line where it takes a curve. Back came the cumbrous, steaming scout all at once it was vigorously shelled, full steam was put on, the train reached the fatal curve, stumbled, and the three front trucks toppled over, shooting the occupants on to the ground, only the engine and two hinder vehicles keeping the rails. The enemy rained shot and shell upon the unfortunate men, and although they retaliated with admirable spirit while the engine was cutting a way through the wreckage, the little force

was out-numbered and out-gunned. The locomotive forced a passage back to Estcourt during the time the fight was proceeding, bearing some of the killed and wounded, but after a gallant stand against overwhelming odds, in which Mr. Winston Churchill took a conspicuous part, the men surrendered. The casualties were one hundred killed, wounded, and taken prisoners.

For the information of those wishing to visit this graveyard, or the Springfield District, it might be stated that a roomy hotel is situated within a few minutes' walk of **Frere**.



The Blaauw Krantz River flows near the station, and is strongly bridged by a new erection in place of the one destroyed by the Boers. The station-master's and plate-layer's houses were the respective headquarters of General Buller and Commandant General Joubert during one period of the war.

CHIEVELEY is five and a half miles from Frere, and is set in the midst of an enormous

Altitude -	-	-	3,521 feet
Distance -	-	-	166½ miles

FARES -

1st Single, 11 6.	Return, 62 3.
2nd " 27 8.	" 41 6.

tableland. It is noted as the camping ground of General Buller's army of 20,000 men, which he moved into action on the never-to-be-forgotten 15th December, 1899, the date of the first great battle of the Relieving Column. The

actual fighting ground is at Colenso, but the greater number of our soldiers who suffered death on this occasion (together with Lieut. the Hon. F. H. S. Roberts, V.C.) are buried in the military cemetery about 200 yards south of Chieveley station. Gun Hill and Shooter's Hill which bore our large Naval cannon, are also situated not far from the station.



GRAVES AT COLENZO

There is no hotel at Chieveley, but persons visiting the graveyard usually drive, or take train from Colenso.* Four miles to the right of Chieveley Station, on the banks of the Blaauw Krantz River, may be seen the monument raised in commemoration of the massacre of the Dutch pioneers in 1838. The prophecy uttered at the time the cairn was erected, that the bones it contains would remain "a monument of Dutch supremacy till they wasted away or a greater heap of bones took their place," is passing strange—the great Colenso battles were fought three years afterwards within gunshot of the very place.

The next famous station is seven miles from Chieveley. In the West the Berg looms massively, and in the east distance, as the train proceeds, the earth is seen to be disfigured by huge humps and flat-topped swellings. Nearer the line are tiny mounds and crosses. This is the fatal field of Colenso!

CHAPTER III.

COLENZO: ITS BATTLEFIELDS.

THE traveller on nearing this historic village will note a semi-circle of hills stretching from east to the far west, where they seem to be swallowed up by the Drakensberg.

Those on the right are overgrown by countless patches of mimosa trees, those on the left are mostly stony, rugged and bare. At the base of these heights winds the longest, broadest, swiftest river in the Colony, and in front is an immense donga-cracked plain. Behind the hills are others, tier upon tier, rolling and contracting like an agitated sea, and in the hollow at the back of all is—Ladysmith.

Altitude -	-	-	5,156 feet
Distance -	-	-	173½ miles
FARES.			
1st Single, 13 3	Return, 64 11.		
2nd „ 28 10.	„ 43 3.		

1. GROBELAAR'S KLOOF.
2. ROAD BRIDGE.

3. FORT WYLIE.
4. COLENZO RAILWAY STATION

5. HLANGWANE HILL.
6. WHERE GUNS WERE LOST

7. MONTE CRISTO.
8. CINGOLA.



COLENZO (SHEWING THE BOER POSITIONS, DEC. 15TH, 1899)



BRITISH POSITION AT COLENZO AS VIEWED FROM FORT WYLIE

Standing on the platform of the Colenso station and looking across the railway line, you will see a low-backed mound, isolated from the broken range. This is Hussar Hill. The big eminences behind are the noted Cingola, Green Hill, and Hlangwane, while Monte Cristo runs back between the two last-named hills. By walking a little distance upon the field in front, on a clear day can be seen the distant summits of "Hart's," "Railway," and "Pieter's" Hills, all of which are drawn in blood on the map of fame. A few hundred yards to the north-east of the station, immediately on the far side of the new bridge over the Tugela, stands Fort Wylie, but neither the bridge nor the river are perceptible from the station. To the left of these again is a block of hills, all bearing traces of the Struggles of 1899 and 1900. In the distance the Grobelaar's Kloof and Doorn Kloof ranges are descried, while, far off, with its deceptive proximity, is the Drakensberg.

THE GREAT FIELD OF COLENZO bristles with mournful memories; graves are everywhere, almost every rood has borne the tread of death-dealing armies. But it seems peaceful enough to-day with oxen and goats scattered over the wide-sweeping flat, birds twittering in the squat thorn bushes, the dusky Kafir lightly carolling as he swings along towards his kraal, and the level-crowned Hlangwane and his companions looking down in surly silence, the trench rents in their bodies nearly

healed. Yet what a contrast to that melancholy day which gave to us 163 fatalities and 740 wounded officers and men, and to the enemy 227 prisoners, 10 valuable guns and the evidence of unapproachable *morale*. The positions of the several Infantry Brigades at this battle will readily be recalled.—Barton's on the right of the railway line, and Hildyard's, Lyttelton's and Hart's on the left—in all some 15,000 men. The artillery was stationed—Long's battery on the right, and Parson's and the Naval guns covering the attacks on the left of the line, Dundonald's Cavalry working round the enemy's left flank



The VILLAGE OF COLENZO is about 300 yards from the station, where a commodious hotel will be found. Guides have their headquarters there, and excursions, either by conveyance or on horseback, are organised daily to the many PLACES AND SCENES OF INTEREST DESCRIBED.

It may be useful to know that some tourists visit Ladysmith first, and Colenso on their return journey, while others do the reverse. The arrangement of tours must necessarily depend upon the time at the visitor's disposal, but a week or more can easily be spent at either place. Of course, the more prominent features of attraction can be seen in a couple of days.

Colenso is not alone magnetic by reason of its battle recollections: it is a most invigorating spot, and has a distinct charm of scenery in the unsurpassable Drakensberg, whose soft green early-morning raiment is most beautiful, and whose deep blue evening mantling, fringed and pierced by a golden luminance, and backed by mingling crimsons, greys, and greens, is indescribably grand.

Within a quarter of a mile of the railway station platform, and plump in the centre of the historic arena, is the spot where Col. Long's guns (14th and 66th Batteries) were captured and the donga to which the wounded were removed. Two monuments have been erected near by, one to the memory of Lieut. F. H. S. Roberts, the gallant son of the honoured Commander-in-Chief, who was shot whilst endeavouring to save the guns; and the other to the officers and non-commissioned officers and men of the 14th Battery who fell to the honour and glory of British tradition on the 15th December, 1899. It will be marvelled how terribly near to the deadly shell and rifle fire of the enemy the Batteries were unlimbered, and what an unequalled target they presented for the Boer Artillery, from the amphitheatre in which it was located. How truly magnificent must have been the behaviour of the gunners. Can we conjure anything worthier of admiration than the following incident told by Conan Doyle :



COLENZO AND RIVER TUGELA FROM HLANGWANE HILL

" One gun on the right was still served by four men who refused to leave it. They seemed to bear charmed lives, these four, as they strained and wrestled with their beloved 15-pounder, amid the spurting sand and the blue wreaths of the bursting shells. Then one gasped and fell against the trail, and his comrade sank beside the wheel with his chin upon his breast. The third threw up his hands and pitched forward upon his face; while the survivor, a grim powder-stained figure, stood at attention looking death in the eyes until he too was struck down. A useless sacrifice you may say; but while the men who saw them die can tell such a story round the camp fire the example of such deaths as these does more than the clang of bugle or roll of drum to stir the warrior spirit of our race."

May it be recorded that some distance down the field will be found an unpretentious grave, with a small wooden cross bearing this inscription, "N.C.O. ; R.A., who fell at the guns. He died for his country." We look now upon this, do we not, merely as the acme of a simple, beautiful modesty ? But the future—the elements spare not the brave ! the words, the cross, the mound itself may pass away, or become an undistinguishable lump, prodded by the tourist's cane, crumpled by his feet, sharded by scampering animals : the sepulchre of a hero, nameless and unknown ! As Bennet Burleigh says : " These are the men who deserve monuments over their graves, and even Victoria Crosses in their coffins."

HLANGWANE. Here may be seen the enemy's entrenchments, and from the top, a fine panorama of the whole of the positions at the first Colenso battle is secured, including the point where the Tugela was so ingeniously bridged by the Boers with sleepers and rails torn up from the neighbouring railway track ; while the direction of the final movements from the 12th to the 27th February, 1900, *via* Hussar Hill, Cingola, Monte Cristo, the rail-side hills, the Valley of the Tugela, and the Pieters Heights, given in the subjoined epitome, can also be followed :

THE CHIEF INCIDENTS IN THE FOURTH AND FINAL MOVEMENT OF THE RELIEVING COLUMN, FEBRUARY 7TH—MARCH 1ST, 1900.

(Extracted from General Sir Redvers Buller's Despatch.)

On the 7th February, 1900, finding the position at Vaal Krantz too strong, I telegraphed to Sir George White that I was moving to attack Hlangwane.

I left an intrenched force of Infantry, two naval 12-pounders, a brigade of Cavalry, and a battery of Horse Artillery at Springfield. The rest of my force was concentrated at Chieveley by the 11th February.

On the 12th I reconnoitred the Hlangwane position, which I found occupied by the enemy. The 13th was so intensely hot that I did not move the troops.

On the 14th February I moved from Chieveley, and after slight opposition, occupied Hussar Hill, opposite the centre of the enemy's position.

On the 15th I extended my position to the right and commenced an Artillery fire.

On the 16th my Infantry outposts were pushed down to the line of the Gomba Stream, and the eastern end of Cingola Hill was occupied by the 2nd Cavalry Brigade.

The 14th, 15th and 16th were so hot that no Infantry movements on any scale were possible, but a steady bombardment was kept up.

On the 17th the 2nd Division, under General Lyttelton, advanced to the Gomba Valley, and the 2nd Brigade moved up and occupied Cingola Hill.

On the 18th the 2nd Cavalry Brigade moved forward along the eastern slopes of Cingola and the 2nd Brigade crossed the Nek and assaulted Monte Cristo, the steep crags of which were brilliantly earned, after considerable resistance, by the West Yorkshire and Queen's Regiments. As soon as Monte Cristo was gained, General Lyttelton advanced the 4th Brigade, and the Rifle Brigade worked forward along the western slopes of Monte Cristo to the back of the left of the enemy's position, and General Warren throwing the 6th Brigade forward, the position was well carried by the Royal Scots Fusiliers and abandoned precipitately by the enemy.

On the 19th General Hart advanced from Chieveley on Colenso, and the 2nd and 5th Divisions moved forward up the south bank of the Tugela against Hlangwane, which was taken by the 6th Brigade ; our heavy guns moved to the northern end of Monte Cristo.

On the 20th we found that the enemy had, during the night, abandoned all his positions south of the Tugela, and also his main position in Colenso.

On the 21st we threw a bridge across the Tugela (the river was very rapid, the bridge 98 yards long), and after a rather severe opposition from the north, the Colenso position was occupied by General Coke and the 10th Brigade.



TUGELA RIVER AT COLFNISO, HLANGWANE HILL IN BACKGROUND

On the 22nd the 11th Brigade, supported by the 2nd Division, took possession of the hills which covered the railway bridge over Onderbrook Spruit, and commanded the country between that and Langerwachte Spruit. The fighting was very severe. Our principal objective was a long hog-backed hill running north and south, which completely commands the valley of the Langerwachte Spruit. At the end of the day we had obtained a footing upon the two most important hills in the Onderbrook Valley. The position thus won, after hard fighting, covered the line of the railway across Onderbrook Spruit up to the Langerwachte Valley. This valley is full of dongas and small isolated kopjes, more or less covered with bush; in fact an ideal place for the methods of defence employed by the enemy. The eastern side of the valley is closed by a high steep hill (Hart's) which was evidently the enemy's main position, and which was very strongly fortified and protected by extremely strong flank defences. This hill must be taken before we could advance further. During the afternoon of the 22nd and the morning of the 23rd, the enemy's positions near the Langerwachte, and all the dongas leading thereto were thoroughly searched by shell fire, and on the afternoon of the 23rd, General Hart advanced with the 5th Brigade, supported by two battalions of the 4th Brigade, to attack the position east of the spruit.

The attack was delivered with the utmost gallantry, but the men failed to reach the top of the hill. The regiments the Royal Inniskilling Fusiliers, the Connaught Rangers, and half the Royal Dublin Fusiliers, suffered severely, but their loss was not unproductive, their gallantry secured for us the lower sangars and a position at the foot of the hill, which ensured our ultimate success.

I saw that if I could effect a crossing nearer to the east of the position occupied by General Hart, I should be able to turn the enemy's left and drive him from his positions. On the 24th, the rugged crests of the south bank of the Tugela from Hlangwane to Monte Cristo were searched for a roadway, and a Kafir path was found which gave access to the river below the cataract, exactly at the back of General Hart's position. Road making was at once commenced on both sides of the river. I withdrew the garrison from Frere, reduced that at Chieveley, and called up every gun and man I could muster for the final assault.



MONTE CRISTO RANGE AND TUGELA RIVER

On the 25th, Sunday, I directed my guns not to fire unless attacked, and proposed to the enemy a cessation of hostilities to bury dead and bring in wounded, many of whom on both sides had been lying unattended for forty hours or more. Thus the Commandants, Botha and Lucas Meyer assented to.

Throughout the 25th, work at the new roads was being pressed, and the baggage of the 11th Brigade and all the heavy guns were passed over the pontoons back to Hlangwane. At 8 p.m. the enemy emphasised the recommencement of hostilities by opening a tremendous rifle fire from all his positions.

During the 26th the guns were got into position, and a slow bombardment was kept up. By 6 p.m. the approaches to the new bridge were complete, and during the night of the 26th-27th, the pontoons were taken up, brought round and by 10.30 a.m. the 27th, the new bridge was ready for traffic.

On the left, General Coke and the 10th Brigade occupied the Colenso kopjes. General Lyttelton, with the Royal Fusiliers and Royal Welsh Fusiliers of the 6th Brigade, and the Devonshire Regiment, Royal West Surrey, two Companies West Yorkshire, and two Companies East Surrey, of the 2nd Brigade with four companies Scottish Rifles, of the 4th Brigade under General Hildyard, held the hills between the Onderbrook and Langerwachte Valleys. There was a battery of 76 guns on a front of about $4\frac{1}{2}$ miles. At Chieveley were one naval 6-inch Quick Firing gun, three naval 4.7-inch and two naval 12-pounders. These guns covered the Colenso-Ladysmith road and the deep kloofs on each side of it which were very strongly held by the enemy, who, I think, really expected us to attack on that side.

The attacking party consisted of the Royal Welsh and Royal Scots Fusiliers and the Royal Dublin Fusiliers under General Barton; the Royal Lancaster, the South Lancashire, the York and Lancaster, and the West Yorkshire under General Kitchener, and the 4th Brigade, the whole under command of General Warren.

General Hart held the *tete du pont* on the north bank of the Tugela with the Connaught Rangers, the Royal Inniskilling Fusiliers, and the Imperial Light Infantry.

The position occupied by the enemy consisted of three rocky hills rising abruptly from the Tugela to a height above it of about 600 feet. The westernmost hill, called by us Terrace Hill (Hart's) is separated from the middle hill and from the rugged crests of the north bank of the Tugela by a valley which rises steeply from the Langerwachte, and ends in a shallow nek between the two hills over which

the Colenso-Ladysmith railway track passes. The middle hill, called by us RAILWAY HILL, is separated from the eastern, called PIETER'S HILL, by a deep ravine along the western side of which the railway to Pieter's winds through deep cuttings. Pieter's Hill rising steeply on the west from this ravine, falls by gentler gradients to the north east towards the Klip River, the valley of which is intersected by dongas clothed in thick mimosa and camel thorn scrub.

Terrace Hill (HART'S) was a formidable position, it was strongly fortified with three tiers of trenches and flanked by trenches running down the Langerwachte Spruit on one side, and up almost to the crest of Railway Hill on the other. The crests of these hills were about 1,700 yards distant from the river which here flows through a deep gorge, the sides of which on the north are almost precipitous to about 400 feet, the ground from the crest of this gorge to the crest line of the hills presenting an excellent field of fire for a force occupying the crests. Within this field the fire sangars had been constructed in every suitable spot. Pieter's Hill was not so strongly held, but a very considerable force was, as we found out later, concealed in the ravine between it and Railway Hill. Our approaches to the position were of the worst possible description; there was no road, and the attacking column had to scramble up an almost precipitous rocky cliff to gain the crest of the ravine. We had, though, one great advantage, our Artillery positions were excellent, and from the length of our line the enemy's positions were in almost all cases partly enfiladed as well as met by frontal fire.

At 10.30 a.m. General Barton's force crossed the pontoon bridge, and scrambling about one and a half miles down the edges of the Tugela, ascended the steep cliffs of Pieter's Hill unopposed, the rifle and machine gun fire from the south bank having cleared the north bank.

General Kitchener's Brigade followed General Barton's over the pontoon bridge, and diverting slightly to their right, scaled the shoulder of the ravine, and gained the railway cutting. General Kitchener then directed the West Yorkshire and the Royal Lancaster Regiments to attack Railway Hill. The sangars in the valley were soon taken, and the Royal Lancaster and South Lancashire pressing on, well supported by the York and Lancaster on the right, and the 4th Brigade on the left, soon gained the summit of the hill, and the day was won.



GENERAL BULLER'S FORCES CROSSING PONTOON BRIDGE. FINAL ATTACK OF RELIEF COLUMN, FEBRUARY 27TH, 1900

B W. Caney

The enemy fled in all directions.

By eight p.m. firing had ceased, and at daylight the enemy had disappeared from our front and flanks.

On the 28th General Lyttelton's Division marched unopposed along the Railway Line and Boer Road to the position captured the previous day, and the Cavalry and Artillery were sent forward.

I assigned the frontal advance to Lord Dundonald, as I was anxious the Colonial troops (Natal Carbineers and Imperial Light Horse) should, if possible, be the first to enter Ladysmith. He entered Ladysmith about 6 p.m.

On the 1st March I was moving to attack Bulwana, when I found it had been evacuated in the night, so I moved the force to Nelthorpe and rode into Ladysmith.

So was accomplished the relief of Ladysmith. It was the men who did it. Danger and hardship were nothing to them, and their courage, their tenacity, and their endurance, were beyond all praise.

The loss involved in the above movements out of the 25,000 men engaged, was 363 killed, 1,723 wounded, and 16 missing and prisoners, a total of 2,102. The Boer loss is difficult to assess, but it would be very heavy.

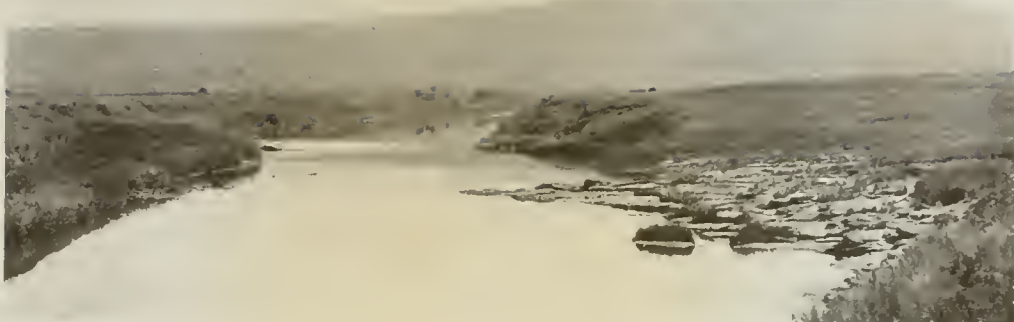
It is estimated that from first to last the relief of Ladysmith entailed a loss of 700 killed, 3,860 wounded, and 600 prisoners and missing, a total of 5,160, and a depletion of 10 guns.



BOER TRENCHES AT COLENZO.

THE BANKS OF THE TUGELA. Stretching for seven or eight miles may be traced the famous Boer trenches.

THE MAIN WAGON ROAD over the Bulwer Bridge. The original centre span of this bridge was shot away by our Naval guns at Chieveley on the 19th December, 1899, in order to hamper the enemy's movements after the Colenso disaster. The number and the strength of the sangars and gun emplacements running along each side of the road for miles—constructed by the Boers in anticipation of the relieving column forcing a passage this way—are particularly interesting.



WHERE THE DUBLINS CROSSED THE TUGELA, COLENZO

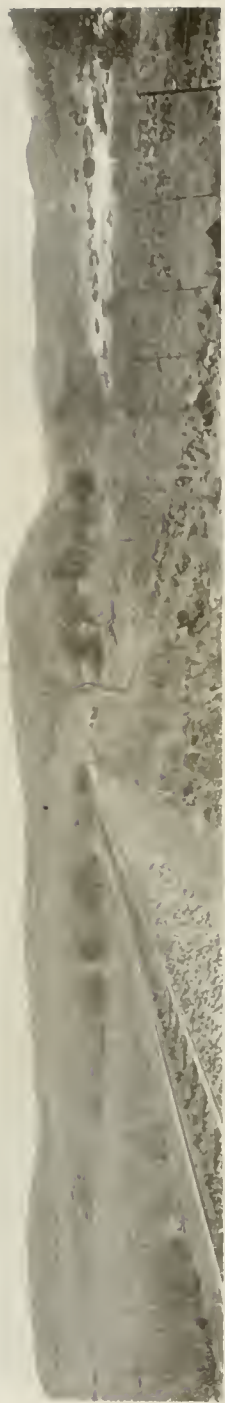
THE POINT OF ATTACK OF GENERAL HART'S IRISH BRIGADE is two miles along the south bank of the Tugela to the west of Colenso. This resulted in a loss of some 100 men when advancing to cross a mythical drift. The killed were buried near the river. This is the spot, too, where a party of recklessly brave Dublin Fusiliers attempted to swim the river. Some were shot in mid stream, some were dragged down to a watery grave by the weight of their accoutrements, a few reached the opposite bank, but only one or two returned to tell the tale.

NEAR CHIEVELEY is the graveyard already mentioned.

HART'S HILL was the first of the three famous Pieter's Heights attacked by the ill-fated Irish Brigade on the 23rd, and held with such tenacity until victoriously carried on the 27th February, 1900. The marvellous gallantry of the Irishmen, and in particular the Inniskillings, before and after their terrible losses, will never be forgotten.



TOP OF RAILWAY HILL, COLENZO



TUGELA HEIGHTS, COLFENSO

Many of the gallant Irishmen are buried at the foot of the hill, and several obelisks have been erected to their memory. The topmost trench on this field entombs many Boers.

From the summit of Hart's Hill a splendid view is obtained. Opposite is the Monte Cristo Range and the Hlangwane Slopes from which our artillery covered the assaulting forces. On the right hand is the Colenso Plain, the winding Tugela, and in the background the fantastic Drakensberg. Immediately on the left hand are the other two hills, "Railway" and "Pieter's," forming the trinity which barred the outer gate of the beleaguered town. Turning round and looking towards Ladysmith, Sheba's Breasts, Groblaars and Doorn Kloof Ranges are on the left, while across the tremendous plain below, the great Umbulwana dominates its compeers.

RAILWAY HILL AND PIETER'S HILL, together with HART'S, were the three chief physical characters in the closing scenes of the immortal drama which had held the whole world spellbound for one hundred and nineteen days.

The grand finale, the Pieter's fight, is thus strikingly epitomised in "Words by an eye-witness," by "Linesman,"—a clever and readable book:

"The bombardment and storming of Pieter's Hill is a story of itself. A story of 95 heavy guns thundering lyddite and shrapnel on to crowded trenches; of the roar and rattle of 30,000 rifles, and of thirty maxims: of brave Boers who stood up like men in the infernal hail, and braver Britons who rushed and cheered, and slew and spared as their fathers had done before them; of terrified men on ponies, flying, and fighting with one another for a way from the pursuing peril behind; and eventually of silence, and the almost whispered words—'The job is done at last, Ladysmith is relieved!'"

SPION KOP AND VAAL KRANTZ (dealt with at pages 115-118) are about twenty miles away, and persons requiring to visit these battlehills as part of their Colenso tour, will find every posting facility at the hotel, but it should be stated that the route most favoured is the one *via* Ladysmith.

THE HILLS TOWARDS GROBELAARS; THE PICTURESQUE FALLS, AND THE VALLEY OF THE TUGELA should, if possible, be visited, being so intimately connected with the operations during the fourteen days preceding the entry into Ladysmith. The railway passes through this area.—See the following chapter.

CHAPTER IV.

FROM COLENZO TO LADYSMITH. VIA THE VALLEY OF THE TUGELA AND THE PIETER'S HEIGHTS.

THE train journey from Colenso to Ladysmith, is, perhaps, the most interesting of any in Africa, not simply for its splendid woodland, mountain, and river scenery, or for the demonstration of engineering skill in surmounting the rugged country between the two historic places, but for this, that the ground could tell a thousand tales of heroism, of gallantry, of fortitude, of an inflexible determination to conquer, tempered with the attributes of mercy and forbearance in the hour of victory, such as was never more transcendent in the history of the Nation.



NEW RAILWAY BRIDGE AT COLENZO (FROM FORT WYLIE)

Thundering over the Tugela, and past Fort Wylie, which watches over the muddy swirling stream, numbers of schanzas will be observed running up the hills on the left. On the right is the continuation of Hlangwane, and presently the Monte Cristo range comes in view, while on each side of the line many graves—generously up-kept by the Railway Department—will be noticed. What a sad trail conflict leaves behind! Almost every hill is covered with these schanzas, marking the precipitous course of General Buller's final attacks. Farther on we espy the boulder-blocked river, and the smaller falls at the confluence of the Onderbrook Spruit. Grobelaars is to the left, and Sheba's Breasts—sometimes called the sugar-loaves—and Hart's Hill are close together.



"POM-POM" BRIDGE, COLENZO

The latter hill is distinguished by an obelisk on its summit. The next notable feature is the small iron structure across the Langerwachte Spruit, known both as Pom-pom Bridge and the " Bridge of Death." The intrepid Irishmen had to cross this bridge in single file in order to assault Hart's Hill. In doing so they were exposed to a murderous fire,



TUGELA FALLS COLENZO

and some sixty were shot during the passage: yet not a man wavered but looked death unflinchingly in the face. On the other side of the Spruit, Fort Molyneux appears. This was vacated during the earlier stages of the invasion.

The train then rises slowly towards HART'S HILL, where a staff station has been established. The line is very steep at this point, and ample opportunity is afforded for viewing the historic surroundings. Almost within line of this hill are the larger and more celebrated FALLS. A few hundred yards on the Colenso side of these is the site of the Boer railway-sleeper bridge by which the enemy was able to man and fortify the well-nigh impregnable hills, before, and retreated upon, the British advance. About the same distance on the Ladysmith side of the falls, was laid the second pontoon bridge over which our forces were crossed to attack the PIETER'S HEIGHTS.

The line skirts the foot of the famous hill (Hart's), and the burial ground of the officers and men of the Irish Brigade (principally Inniskillings) who fell on the 23rd February, 1900, is indicated by a monument at the head of a long stone-walled grave, while quite close to the rails is the resting place of some of the Dublin Fusiliers and others, marked by a large tombstone.

To the right of Hart's Hill is Railway Hill, and on the opposite side of the railway is the last conquered hill of all—Pieters. Towering at the back of the last-named is the romantic looking Eagle's Nest (Aasvogel's Kloof).

In passing onwards an exquisite view of the valley of the Tugela, along which our forces worked to storm the difficult steeps, opens out. It is a bold and peculiarly beautiful piece of country, and the sight of it alone would invoke feelings of unalloyed affection and unstinted admiration for our hero "Thomas Atkins" and his beloved and faithful leader, gallant Sir Redvers Buller.

PIETERS is the next station. There is no hotel in the district, and as all the historic hills, with the exception of the one named after it, are situate

nearer Colenso, the latter place is made the centre for visiting the various scenes. Another method, however, is to take a morning train from Ladysmith to Pieters,



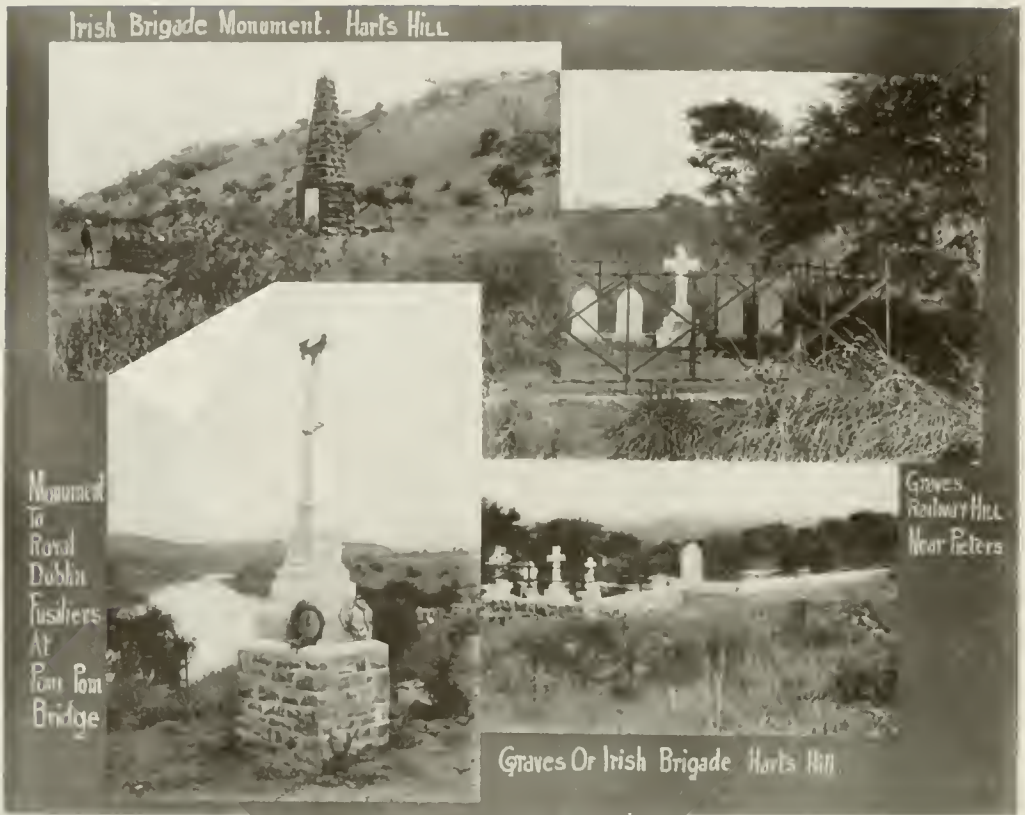
HART'S HILL

SHEBA'S BREASTS

GROBELLAAR'S KLOOF

HART'S HILL STATION

Altitude .	-	-	3,339 feet
Distance .	-	-	180½ miles
FARES:			
1st Single, 45/-	-	Return, 67/6.	
2nd " 30/-	-	" 45/-	



and walk over the battle grounds of Colenso, returning from either station as may suit the convenience of the tourist.

The rail-road run from Pieters to Ladysmith is on a downward grade. The train swings along at a rattling pace, and the open country is soon overtaken. The Tugela heights are



VANVOGEL'S KLOOF, NEAR PIETERS

left behind, and in the distance several of the imposing Biggarsberg Mountains stand out in stern relief. Mealie patches, and kraals, and happy, yelling, *déshabillé* Kafirs are rapidly passed, and

UMBULWANA Station is reached. It is not necessary to introduce the huge flat-topped mountain on the right,

Altitude	-	-	-	3,230 feet
Distance	-	-	-	184½ miles

FARES:			
1st Single,	46 -	Return,	69 -
2nd	" 30 8	"	46 -

nor the winding stream

at its base. Who has not heard of Umbulwana and the Klip River? How unconcerned they look to-day, and yet what recollections they bring of yester years! The train sinuates along the banks of the river, with the giant mound ever above, until, passing by the spot of the famous dam where the rotting sand-bags will remain for many a day, upon the right, under the bier-like bulk of Umbulwana, a large square plot of ground with deep lines of headstones and crosses will be sighted. This is the "Intombi" (Indomba) Cemetery. Umbulwana, Lombard's Kop, and Gun Hill now come in view, and on the left is the historic range of hills—Cæsar's Camp and Wagon Hill—with the embattled Drakensberg presiding sombrely over all. In the extreme right distance is the Biggarsberg Range, and flanking the train for several miles is a great, grassy plain. Presently the train crosses over the River Klip, and immediately enters the most notable railway station in British history—Lady-smith.

CHAPTER V.

HISTORIC LADYSMITH.

THIS world-famous town is situated upon the banks of the River Klip, and within an irregular circle of hills, 30 miles from the

Drakensberg. It was established in 1851, and is the third largest town in the Colony.

THE TOWN

Altitude	-	-	-	3,281 feet
Distance	-	-	-	189½ miles

FARES:			
1st Single,	17 6,	Return,	71 3,
2nd	" 31 8,	"	47 6,

Its population is 2,800 Europeans, 1,170 In-

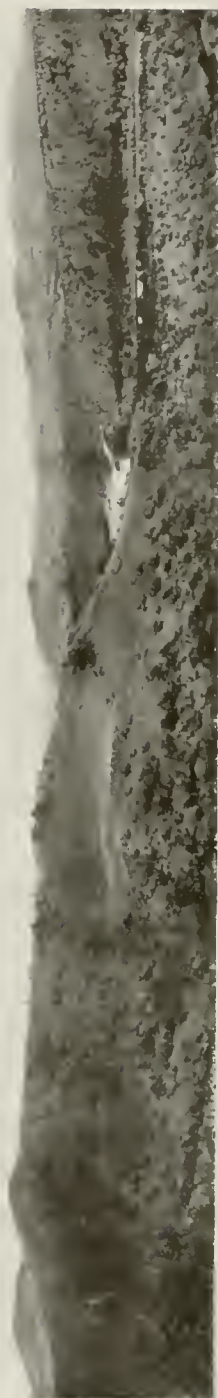
dians, 1,469 Kafirs, and its properties are valued at £273,720, upon which a rate of 3d. in the pound is levied.

MONTE CRISTO

AARVOGEL'S KLOOF

PETER'S HILL

PETER'S HILL AND MONTE CRISTO





KIP RIVER, LADYSMITH

The streets are laid in the usual Dutch fashion. Murchison Street, the trunk road, gives access to the chief buildings and other centres of interest. There is a market-place, a portion of which is used as a recreation ground, and adjoining this, is a Pavilion. The public buildings of note are, the Town Hall—erected in 1864, at a cost of £5,000—



Court House, Post Office, Library and Reading Room, the churches allotted to the several denominations, Government and other Schools, three good hotels—the “Royal,” “Crown,” and “Railway”—and a Sanatorium. Another important institution is the Convent on the hill overlooking the railway station. This was used for some time by the Military as their headquarters during the Siege, and also by General Buller after the Relief. The town is well supplied with water from the Klip River, and is healthy, though somewhat hot in summer. The death rate under ordinary conditions is low, 10 per 1,000. In 1897 the town was selected for garrison purposes, and a camp, locally known as “Tin Town,” with accommodation for 3,000 troops and three batteries of artillery, was fixed about two miles outside the town, near the waterworks.

The district is principally agricultural, but being the junction for Harrismith and the Orange River Colony (see pages 212—220) as well as an important Locomotive centre, Railway employes account for a good proportion of the town’s population.

Ladysmith is the post-cart town for Dewdrop, Acton Homes, and Upper Tugela. The service is a tri-weekly one (Mondays, Wednesdays and Fridays), and the fares are 7s. 6d., 10s. and 15s. respectively.

THE SIEGE

In passing through this quiet place, it is difficult to realize that it is the town which so valiantly suffered the numberless privations, and all the ghastly ills of a protracted siege. Had it fallen with its 10,000 combatants, 73 guns, and a million pounds worth of stores, how appalling would have been the consequence! As a celebrated writer says, the interest of the world, possibly the destiny of the Empire were centred upon it during the long and uncertain one hundred and nineteen days. But Ladysmith triumphed, and a thrill of relief, thankfulness and joy, such as generations had not known, coursed through the frame of every Britisher throughout the habitable globe. All honour to Sir George White, his able lieutenants, and magnificent men.

The historic hills and sites, and the various incidents connected therewith, are described in the next chapter, but a few succinct particulars of the heavy and melancholy toll incurred by the resolute braves in keeping the flag flying will be interesting:

5. CESAR’S CAMP
6. WAGON HILL

5

3. UMBULWANA
4. SITE OF INTOMBI CAMP AND CEMETERY

4

3

1. LOMBARD’S KOP
2. GUN HILL

2

1



LADYSMITH

The bombardment commenced at 5.30 a.m. on the 30th October, 1899. The town was cut off on November 2nd, 1899, and was relieved on the night of the 28th February, 1900, the formal entry being made the next day, March 1st.

The total losses of the Relieving Column were about 5,160 killed, wounded, prisoners and missing. In addition 10 guns were captured by the enemy at Colenso. The Irishmen were particular sufferers. The Inniskillings lost 400 men out of a total of 600 in storming the the Hart's Hill portion of the Pieter's Heights, the Connaught Rangers 150, and the Dublin Fusiliers 100. The last-named regiment had already lost heavily, and only 5 officers and 40 per cent. of its original strength marched into Ladysmith.

The ravages of disease and death were terrible. The strength of the garrison, which at the time of the investment is given as 13,496 effectives, and 249 sick and wounded, was not more than 10,164 effectives, with 2,778 sick and wounded, when relief came. No fewer than 10,688 men were admitted to hospital at different times during the siege. From first to last 270 men were killed in action or died of wounds, 570 were wounded or missing, while 541 died of disease.

The civilian population at the beginning of the siege numbered 2,700 Europeans, 750 Cape Boys, 2,440 Kafirs and 2,470 Indians. Non-combatants were given the option of retiring to Intombi Neutral Camp, but they bravely preferred to share the fate of the garrison.

The Boer force around Ladysmith is put down at not less than from 20,000 to 25,000 men.

An incessant bombardment and two furious assaults were inflicted by the enemy. It is variously estimated that between 13,000 and 16,000 shells were delivered by the Boer Guns. The number of casualties therefrom was comparatively small, only 33 killed and 232 wounded.

The besieged were reduced to eating horse and mule flesh, and to drinking "chevril" extracted therefrom. They made themselves "delicacies" in the shape of blanc-mange from violet powder, and brawns and jellies from the heels of mules. At the usual auction held on the 21st February, 1900, the undermentioned prices were obtained for "luxuries":

14 lbs. oatmeal	59/6
Tin condensed milk	10
1 lb. fat beef	11 -
Tin coffee (1 lb.)	17 -
A sucking pig	37 -
Eggs (per dozen)	48 -
A fowl	18
A plate of tomatoes	18
A plate of potatoes	19
A glass of jelly	18 -
A dozen boxes matches	13/6
A packet of cigarettes	25 -
50 cigars	185 -
$\frac{1}{2}$ lb. cake of tobacco	45 -
$\frac{1}{2}$ lb. of tobacco	65 -

SCALE OF RATIONS.

Beginning of the Siege:

Bread $1\frac{1}{2}$ lb. or 1 lb. biscuits.
 Meat (fresh) $1\frac{1}{2}$ lb. or 1 lb. pre-
 served meat.
 Coffee 1 oz. or $\frac{1}{2}$ oz. tea.
 Vegetables (compressed) 1 oz., or
 $\frac{1}{2}$ lb. potatoes.
 Sugar 3 oz.
 Salt $\frac{1}{2}$ oz.
 Pepper $\frac{1}{4}$ oz.

Day before Relief:

Biscuits $\frac{1}{2}$ lb.
 Mealie Meal, 3 oz.
 Meat (fresh) $\frac{1}{2}$ lb.
 Coffee or tea $\frac{1}{2}$ oz.
 Sugar 1 oz.
 Salt $\frac{1}{2}$ oz.
 Pepper $\frac{1}{4}$ oz.
 Mustard $\frac{1}{2}$ oz.
 Vinegar $\frac{1}{2}$ gill.

It is but fair to repeat the Royal tribute to the inhabitants who endured the same hardships, disease, and death; felt the same repeated disappointments; and manifested the same heroic and praiseworthy determination as the soldiery in the preservation of the prestige of the Empire. The following utterances of H.R.H. the Duke of Cornwall and York, in reply to the address of the people of Ladysmith on the occasion of his visit to Natal in August, 1901, will be treasured in the hearts of all true Colonists:

"From the 2nd November, 1899, Ladysmith became, day by day, the very centre of interest and anxious concern in the eyes of the whole Empire. Rigorously invested during 118 days, it heroically and with dogged resolve 'kept the flag flying,' and resisted the attacks of the enemy, of hunger, and of disease, while the outside world looked on with breathless suspense, at times hardly daring to hope at the repeated gallant attempts to bring her relief. It was the stubborn defence of that outwork which stayed the advance against the Capital of your Country, and in thanking the people of Ladysmith for their loyal address, I can confidently give expression to the undying gratitude of their fellow-subjects for the noble manner in which they shared with their brethren in arms the glorious defence of that ever-memorable siege."



STREET SCENE, LADYSMITH

CHAPTER VI.

THE LADYSMITH BATTLEFIELDS, AND OTHER SPOTS. SPION KOP AND VAAL KRANTZ.

A NOTE. The most historic of the many hills around Ladysmith are, Umbulwana, Lombard's Kop, Gun Hill, Pepworth's Hill, and Surprise Hill which were occupied by the Boers; and Wagon Hill, Caesar's Camp, Observation Hill, and the hills forming the perimeter of defence, which were in the British possession. There are also of course such spots of particular remembrance as Farquhar's Farm, Nicholson's Nek, Rietfontein, Spion Kop and Vaal Krantz some distance away, and many interior places of much note worthy to be visited, as mentioned in detail below.

The fact might be emphasised that visitors will be able to hire conveyances or saddle-ponies, and secure the services of well-informed guides at the several hotels and livery stables in the town.

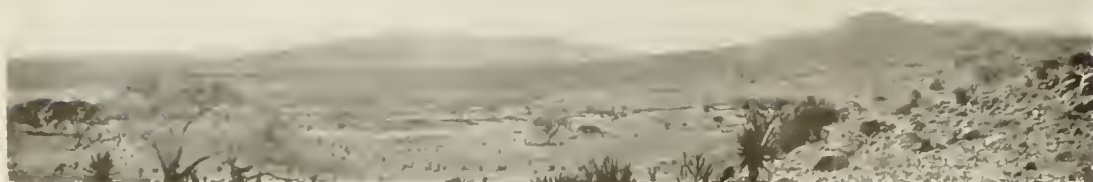
RIETFontein is a farm in the vicinity of Modder Spruit, about seven miles north of Ladysmith. It is notable on account of Sir George White's important skirmish with the Boers on the 24th October, 1899 four days after the battle of Dundee, and three days after that of Elands Laagte.

The action was planned in order to divert the enemy's attention from the East, and so secure the safety of General Yule's Column retreating from Dundee. The manœuvre was entirely successful, and the column, which numbered some four thousand, reached Ladysmith without molestation on the 26th. Our losses in the Rietfontein affair were 16 killed and 102 wounded and missing, out of a force of between four and five thousand men. The Boers, it is stated, lost heavily from our artillery fire.

The Boer Artillery occupied Jonono's Kop and Matawana, towering eminences better observed from Elands Laagte. This engagement is sometimes called after the lofty hill TINTA INYONI about three miles to the west of the main road, and sometimes MODDER SPRUIT.

FARQUHAR'S FARM, which is to the north-east of the town, will be long present in the mind as the reminder of "Mournful Monday," the 30th October, 1899, the day which immediately preceded the investment.

After the Dundee, Elands Laagte, and Rietfontein fights, operations at Ladysmith lulled until the 27th October, when a reconnaissance was made in force. At night on



BIGGARSBERG.



the 29th, the whole army moved out in readiness to attack, in the early hours of the following morning, the Boer position, which covered some seven or eight miles with "kopjes like chains of fortresses"—for by this time the Boers from the north, and the Free Staters from the west had settled, or were settling themselves and their powerful artillery, on the pick of the heights commanding the town. Two infantry battalions with a mounted battery were detailed for isolated operation on the extreme left, and their fate is recorded hereafter.

The result of this battle of Farquhar's Farm, or Lombard's Kop as it is officially set down, is well known. Our troops could gain little advantage, our flanks were endangered, our artillery was inferior in weight and distance. It was feasible for the Dutch to turn the attack, and with the overwhelming aid of their 96-pounders and other heavy cannon, rush the town through our front, or detach a portion on their extreme right to join other incoming commandoes, outflank us, and effectually cut off our retreat. General White had therefore no other option than to retire upon the town, and bow to the inevitable. This he did, but under a scathing fire, and but for the gallantry of the 13th and 53rd batteries in operating at a murderously short range during the withdrawal of the infantry, and the timely, almost providential, arrival by train of Captain Lambton and his men with the naval guns, and the immediate silencing of the big Creusot on Pepworth's Hill the issue would have been

WHERE DISASTER TO THE GLO'STERS
AND IRISH FUSILIERS TOOK PLACE

SURPRISE HILL.



SURPRISE HILL AND NICHOLSON'S NEK



much more calamitous. As it was, our losses approximated some 60 killed and 240 wounded.

NICHOLSON'S NEK. This disaster was the climax to an ill-omened day. Colonel Carleton and his little force of Gloucesters, Royal Irish Fusiliers, and Mountain Battery, roughly twelve hundred men, and half a dozen guns, were to occupy Nicholson's Nek, about six miles north-west of Ladysmith, to prevent the Free State men from joining the Boer main force and thus threatening General White's left wing. The men marched out cheerily enough on the evening of the 29th, and all went well *en route*. The Nek was reached, the hour was very early and pitch dark. Suddenly some boulders were rolled down from one of the hills, shots were fired, and several horsemen burst through our men and disappeared. The mules with the ammunition wagons reared with fright, and in their unmanageable fury, broke from their leaders. The panic quickly spread, all the other mules did likewise, and the whole of the maddened animals dashed through the column. Confusion was rampant. The men fixed their

bayonets and carried the hill. But the mules had fled, and the reserve ammunition and several of the mountain guns were gone. The rest is known. The morning faced the force with its real position. Yet, undaunted, the men fought to their last cartridges, hoping against hope that General White had won his battle, which would bring the relief that had been promised them. Then someone without authority raised a white flag—who, it will perhaps never be known. Officers and men, it is reported, cursed the day they were born, broke their swords, sobbed with rage—it was a fearful catastrophe—they had rather died! But the deed was done, and 970 officers and men and three guns fell into the enemy's hands. A number of the men escaped and found their way back to Ladysmith. The wounded and dead (the former being given up by the Boers) totalled more than a hundred. According to Sir George White's despatch, the total losses on this melancholy day amounted to 6 officers and 63 non-commissioned officers and men killed, 10 officers and 230 non-commissioned officers and men wounded, in addition to the above-mentioned "missing." This was the end of "Mournful Monday" and Ladysmith was besieged.

UMBULWANA is four miles out, and much visited for its excellent view of the British positions, the several battle grounds, the emplacements of the famous "Long Tom" and other similar guns, the SITE of the GREAT DAM, and the INDOMBA NEUTRAL CAMP

WHERE BOER DAM WAS FORTIFIED



INDOMBA (INTOMBI) CEMETERY, NEAR LADYSMITH



—the cemetery marking the latter. LOMBARD'S KOP and GUN HILL are the neighbours of 'Bulwana, and are eminent as the elevations upon which the Boer heavy cannon were placed.

GUN HILL is of especial interest as the objective of the midnight sortie on the 7th December, 1899, and the destruction of two of the enemy's big guns, a 6-inch Creusot and a howitzer. This meritorious exploit was executed by 600 Natal and Imperial Light Horse Volunteers under General Hunter, without a man being lost.

SURPRISE HILL, which is situated to the west of Pepworth's Hill—both of which were in the Boer occupation—was the scene of a similar raid to the one on Gun Hill, this time by five companies of the 2nd Rifle Brigade under Colonel Metcalfe on the 10th December, 1899. The gun to be despatched was a 4.7 howitzer, but owing to a defective fuse, its disunion was painfully long. The Boers had meantime discovered the raiders and a sharp encounter ensued, the Rifle Brigade suffering a loss of 15 dead, and 50 wounded and prisoners. But the purpose, though expensive, was achieved. The Boers admitted over a hundred casualties on their side.

OBSERVATION HILL and HELPMAKAAR HILL. Simultaneously with the prodigious attack on Caesar's Camp and Wagon Hill on the 6th January, 1900, the Dutch also made an assault upon our northern and eastern positions, Observation Hill and Helpmakaar Hill. The attack upon the latter was artificial while the Dutch vigorously stormed the northern hill. They were repulsed and lost, besides their Commandant, some 50 men.

As its name denotes, Observation Hill is one of the best eminences for a complete survey of the historic country, in which connection the DISPOSITION OF THE HEAVIER OF THE DEFENDING AND BOMBARDING CANNON may be given:

(The outer and inner lines of the British defence are shewn on the Ladysmith Map.)
 The heavy guns which we had to reply to the enemy's magnificent artillery, were two





LADYSMITH, FROM WAGON HILL

naval guns, 4.7, placed first in the Cove Redoubt, then on Tunnel Hill, and after the beginning of January, on Wagon Hill: four long-range naval 12 pounders, one on Cæsar's Camp and the other on Gordon Hill: and two ancient howitzers.

The Boers had two 4.7 howitzers and an eight-mile-range Creusot of 6-inch calibre on Pepworth's Hill, two 4.7 howitzers on Surprise Hill, a 6-inch Creusot and a 4.7 inch howitzer on Gun Hill, similar guns on Umbulwana, while on Middle Hill another heavy weight appeared, and on Telegraph Ridge there were two 5-inch guns. Field and Maxim pieces which also exchanged deadly repartees are not included. The enemy's guns were of course duly christened by the facetious "Mr. Atkins," and the no less facetious "Jack," directly they disclosed themselves and their peculiarities. "Long Tom," "Puffing Billy," "Silent Susan," "Nasty Knox," "Fiddling Jimmy," "Weary Willie," "Gentleman Joe," "The Stinker," and the "Medler," have each a history of their own. Our two naval 4.7's, revelled respectively in the nicknames of "Bloody Mary" and "Lady Anne," and the two 6.3 inch muzzle-loaders, 25 years old, rejoiced in the classical distinction of "Castor" and "Pollux."

Effective and substantial redoubts, cannon-protections, sangars, and sham embrasures, were constructed on the several hills and are of interest.

"CÆSAR'S CAMP" AND WAGON HILL are respectively the eastern and western portions of a ridge a few miles south of Ladysmith. Looking from these hills our complete perimeter of fourteen miles, which followed Maiden's Castle, Highlander's Post, Range Post, Rifleman's Post, King's Post, Cove Redoubt, Observation Hill, Gloucester's Post, Cemetery Hill, Helpmakaar Hill (Devonshire Hill), can be traced. From these eminences too, a good panoramic survey of the town may be taken. Bulwana, Lombard's Kop, and Gun Hill rise grimly on the right, and in the far view Umkolumba Mountain, the British Heliograph Station during the siege, is discerned. On the reverse side of the ridge, detached hills and great plains will be noticed. The noted Bester's Farm, Spion Kop, and other hills can also be detected.

This famous ridge was the key to the British position, and the Boers made two determined assaults upon it, the first on the 9th November, 1899, and the second on the 6th

January, 1900. Both were repulsed, however, and the latter ranks as one of the most illustrious fights of modern times.

After being repelled on the first-named date, the enemy was content to wait, and watch, and bombard for nearly two months. But at the beginning of January, 1900, he was, apparently, inspired to think that if Ladysmith were made to capitulate, he could divide his large besieging force and despatch one portion to assist in combating General Buller's augmented forces on the line of the Tugela, and the other to the strengthening of his western army, while a large portion of his heavy cannon could be apportioned to Kimberley and Mafeking, and with the surrender of these three important strategic towns, would not the Cape Dutch rise in rebellion, and then would not the *Verkleur* float from the Zambesi to Cape Agulhas? Hence the sound of the Dutchmen's hymns at midnight on the 5th; hence the false answer to our sentry's challenge at two the following morning, and the enemy in possession of half the ridge at dawn of that day; hence the loss and recapture of our very gun-pits time after time; hence the equal sanguinary struggle, hand to hand, hour after hour, from end to end of the ridge throughout the burning day; hence, we might almost say, the awful flashing cannonade of the heavens, and the lashing hailstorm in the afternoon at four, and after that, the scattering of the enemy from Caesar's Camp; and then at six, the magnificent charge of the Devons to the southern edge of Wagon Hill (upon which, as it has been truly said, the fate of the garrison, perhaps of the Empire, swung for the moment in the balance) sweeping the Boers like chaff before the wind in unutterable confusion; and at last, after fifteen hours continuous fighting through mist and darkness, scorching heat and blinding hail and rain, foodless, parched, exhausted—Victory!

The losses were considerable on our side, numbering 18 officers and 189 men killed or mortally wounded, 29 officers and 262 men more or less severely wounded, and 2 missing, a total of 500; and the enemy are said to have suffered to the extent of twice this number. Every foot of the ridge from east to west is historic, while there are several obelisks, cairns, and graves to remind us of the fierce, Titanic struggle. The fortifications and breastworks are also still undisturbed.

WAGON HILL

BESTER'S TARN

WAGON HILL



SPION KOP



The 6th of January, 1900, should be included in every calendar as the date marking one of the most brilliantly successful efforts of British arms. The Nation owes a deep debt of gratitude to the inestimably brave, dogged men who saved her from humiliation and incalculable loss on this memorable day. The Devons, Manchesters, Gordons, 2nd Rifle Brigade, and that fine Volunteer Mounted Corps, the Imperial Light Horse, suffered most heavily, and both they and the 42nd and 53rd batteries, as well as all the other troops engaged, will ever be highly held in honourable and grateful remembrance.

Conspicuous amongst the gallant officers who fell were, Col. Dick Cunyngham, Major Miller Wallnutt of the Gordons, Majors Mackworth and Bowen of the King's Royal Rifles, Lord Ava, Staff Attaché, Lieuts. Digby-Jones and Dennis of the Royal Engineers, Capt. Lafone of the Devons, and Lieuts. Adams and Packman of the Imperial Light Horse. The behaviour of this latter famous Johannesburg Corps, which General Ian Hamilton, the officer in command of the operations, admitted to be the backbone of the defence on Wagon Hill, is one of the proudest recollections of the day. At the finish, ten officers were *hors de combat*, and but one hundred men could be mustered out of 500.

SPION KOP. In the year 1837 from the hills of Intabamnyama, a large company of "trekking" Boers gazed longingly upon the fair face of Natal, for their desire was Peace. From these same heights sixty-three years later, several thousands of the same brave but misguided race, crouched behind big boulders, and concealed themselves in long narrow burrows, and their accomplished wish was War.

Spion Kop, or Intabamnyama, is about 18 miles from Ladysmith on the Acton Homes and Upper Tugela Roads. The journey can be performed by conveyance in three hours, and affords an enjoyable and interesting drive. Wagon Hill, Cæsar's Camp, Bulwana, and other notable eminences are retained in view for several miles, while the Drakensberg and its famous passes keep always in sight. With the exception of a few insignificant drifts, the route lies across the Great Plain—a huge ant-heap-sprinkled table-land, incised by spruits, and here and there relieved by mealie plots and their dusky proprietors.

Spion Kop proper (whose summit is nearly 5,000 feet above the sea and about 1,500 feet from the plain below), is composed of two peaks which predominate and rise from the ridge Intabamnyama—a long lofty plateau whose projecting spurs (two of which were the noted Bastion Hill and Three-Tree Hill), exposed our men to a terribly searching fire from several different directions. From the top of the ridge the whole historic country can be scanned. Looking towards the tortuous Tugela, the three drifts over which our troops were crossed—Potgieter's, Trichardt's and Munger's; Mount Alice and Zwaartkop where the naval and other guns were placed; Spearman's Farm where our forces were encamped before and after Spion Kop and Vaal Krantz; and the routes of advance, the direction of the various attacks (from the 16th to the 25th January, 1900), and the gigantic retirement across the river again (by the 27th) of over 20,000 men, horses, guns, and stores without the loss of a man, can all be pointed out.

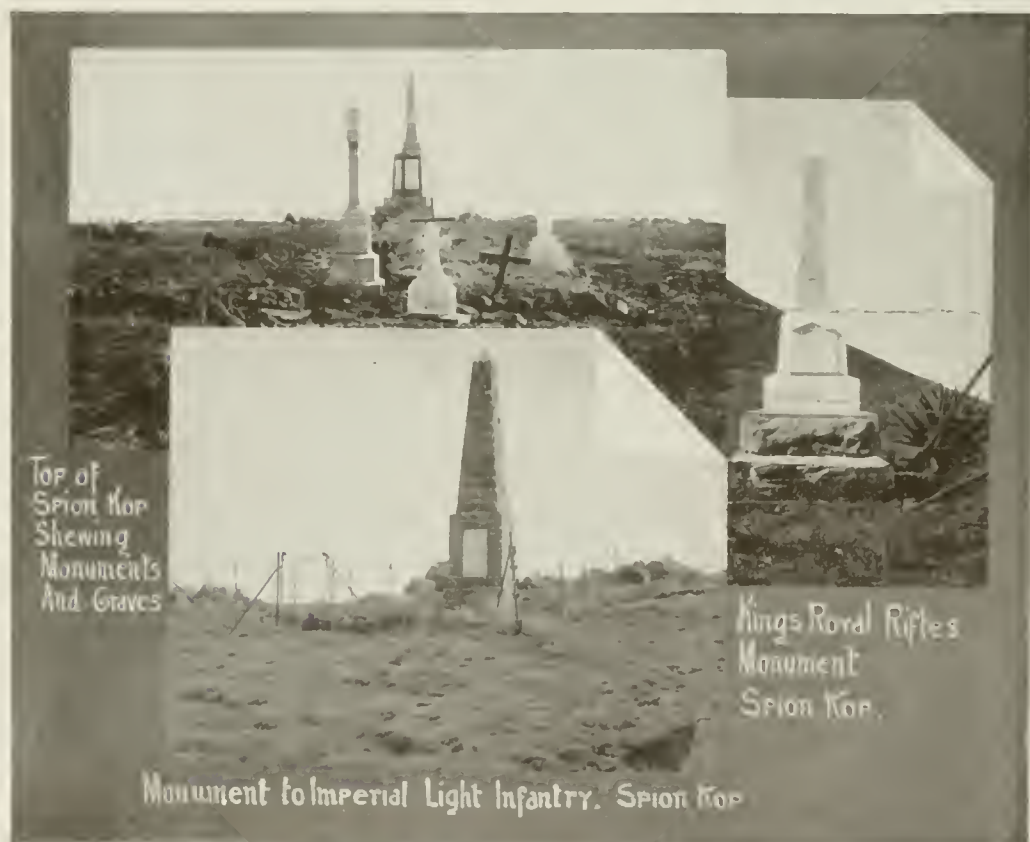
The second assault upon the Boer stronghold, and the second reverse, is a matter of sorrowful history. The black, drizzling night of the 23rd of January, 1900, saw 1,800 men under General Woodgate scrambling stealthily, silently, up the precipitous sides of Intabamnyama. The early hours of the 24th saw them reach the misty top, heard the challenge of the Boers, and the wild cheer which told that the summit was won. Then the waiting for the dawn and its heartbreaking revelations—our coverless position and but half the ridge in our possession. After that, the gallant rushes to secure the northern end; the splendid capture of the eastern spur; the withering, true, incessant hail of



SPION KOP (INTABAMNYAMA)

shot and shell ; trenches taken, trenches lost ; 3,000 reinforcements packed like herrings on a cramped plateau—more the easy to decimate; the General laid low with a mortal wound; disablement, dismemberment, death, while the minutes passed away : British guns of little service : the enemy speeding shells sometimes at the rate of seven a minute ; stones and grass dripping with blood—in all a scene of unparalleled gruesomeness. Yet the magnificent men, commanderless, scorched by a pitiless sun, shot, dissected, maintained their ground. Noon, and no cessation of the struggle : night, and the position was ours. Was ever bravery more pronounced, endurance more tried, sacrifice more woful, victory more near ? But with the darkness came the counting of the toll, the reckoning of the situation. Could the hill be held to-morrow ? Would the cost be as terrible as to-day ? Without food, water, guns, General, with fast eeking strength,—although quite ready to stay, to fight, and to die,—the haggard heroes groped and tottered down the steep and slippery slopes to the main army, and when the morning mists dispersed, the enemy, who too had made ready to flee, found but the wounded and the dead. The stalwarts were gone. The Ladysmith key had been turned in the lock, but the gate had not been opened.

During that day our wounded were recovered, and the dead interred in a horse-shoe trench on Intabamnyama, at least 200 bodies and some say more, and the wounded totalled





THE PEAKS, SPION KOP

fully another 500. The Boers confessed to having their ranks depleted of 50 killed and 150 wounded.

Of the troops engaged, those who suffered most heavily were the Lancashire Fusiliers, Royal Lancasters, Thorneycroft's Mounted Infantry, Imperial Light Infantry, Scottish Rifles, King's Royal Rifles, the Middlesex, and the Dorsets.

The total British casualties during the week from the 17th to the 24th (including Spion Kop) numbered 36 officers and 328 men killed or died of wounds, 47 officers and 1,000 men wounded, 4 officers and 314 men missing and prisoners, a total of 1,738.

There are three monuments on Spion Kop erected in honour of the dead. A twisted iron cross shews the spot where the courageous Major-General Woodgate fell mortally wounded.

VAAL KRANTZ, the scene of the third valiant, but unsuccessful attempt to secure an entrance to Ladysmith, is a rocky ridge standing between the Doorn Kloof and Spion Kop Ranges, to the south-east of the latter. It is passed in the distance on the way to Spion Kop.

With the accession of artillery, guns of greater calibre, and an additional 3,000 men, General Buller, with the heavy long-range cannon still upon Mount Alice, and other naval and mountain guns upon Zwaartkop—a commanding eminence in advance and to the right of Mount Alice—made a brilliant feint against BRAKFORTEIN, situate between Spion Kop and Vaal Krantz, with the intention of putting the enemy off his guard upon the latter, and then by throwing the full British strength against the ridge win a way between the two greater ranges named. Vaal Krantz was gained, but unfortunately it was discovered to be valueless without the possession of Doorn Kloof, the loftiest range along the Tugela line, to storm which would have endangered the life and limb of thousands of

men. The ridge was therefore abandoned, a general withdrawal was once more made across the tateful river, and the troops returned to the Springfield and Chieveley Camps pending the final advance *via* the Boer extreme left flank at Colenso, which after all was the weakest point of their elaborate and elastic defence extending some twenty miles from end to end. But this third essay, though disheartening to hungry and disease-ridden Ladysmith, was strategically important, having retained the whole of the eastern Boer force actively engaged while Lord Roberts was launching his army against the western foe.

The movements which commenced on the 4th February, and terminated after the capture of the Vaal Krantz ridge on the 7th, were cleverly executed and produced one of the most furious cannonading concerts during the campaign—our contribution, a chorus of 72 voices; several admirable bayonet charges, and extravagantly cool behaviour at extremely critical times. The total casualties on our side amounted to 33 fatal, 336 wounded, and 5 missing, while the Boer loss would be very great in killed alone, as it is said that no fewer than 5,000 projectiles were hurled against their positions.

The other points of interest in and around Ladysmith are of course the BATTLEFIELDS of PIETERS and COLENZO; the CAVES on the banks of the KLIP RIVER, in which the townsfolk and others took up temporary residence during the bombardment; and the TOWN CEMETERY, where numbers of those who died during the siege now repose—the brilliant author and journalist, G. W. Steevens; the young and gallant Earl of Ava; Col. Scott-Chisholme, the well-beloved; Naval Lt. Egerton, the imperturbable and brave, and many others distinguished both in and out of battle.



LADYSMITH TOWN CEMETERY, LORD AVA'S AND G. W. STEEVENS' GRAVES IN FOREGROUND

INDOMBA CEMETERY and TIN TOWN CAMP, a few miles out, but in opposite directions, have many visitors, while the hills not specially described which formed our perimeter of defence, and those occupied by the enemy and their big guns, as well as SIR GEORGE WHITE'S HEADQUARTERS, the ANGLICAN CHURCH, TOWN HALL, ROYAL HOTEL, and other structures which suffered damage to a lesser or greater extent during the bombardment, all share the tourist's attention.



CHAPTER VII.

FROM LADYSMITH TO GLENCOE JUNCTION AND THE DUNDEE DISTRICT.

THROUGH THE SCENES OF THE FIRST BATTLES.

THE exit by rail from Ladysmith in a northerly direction is even more acute than from Maritzburg, and the journey beyond the historic town loses but little of the interest attaching to previous districts.

Almost every knoll and hill and mountain has a history, almost every acre has received the pressure of besieger and besieged, pursuer and pursued.

Between Ladysmith and Elands Laagte, we can review many of the kopjes and krantzes held by Briton and Boer during the investment.

MODDER SPRUIT Station, which was left us as a legacy by the enemy on their hurried departure, gives the site of the Hoofd Laager, Joubert's main encampment during the Siege. Rietfontein and Farquhar's Farms, the scenes of the engagements on the 24th and 30th October, 1899, are within a few miles radius

of this station, while Tinta Inyoni and Pepworth's Hills, the enemy's respective positions on those occasions, can be seen. There is no hotel at Modder Spruit.

Altitude	-	-	3,596 feet
Distance	-	-	197 miles
FARES			
1st Single	19 9	Return	74 8
2nd ..	35 2	..	19 9



COLLIERIES AT ELANDS LAAGTE, JONONO'S KOP IN BACKGROUND

ELANDS LAAGTE is the beginning of the coal country, and is bleak and black. Opposite site is a well-built hotel; to the left of the station will be noticed the headgear of an important mine, and behind it stands Jonono's Kop—formerly in the Boer possession and afterwards in ours, mainly for signalling purposes. About

Altitude	-	-	3,611 feet
Distance	-	-	2 $\frac{1}{4}$ miles
FARES			
1st Single	31 6	Return	77 3
2nd ..	31 1	..	31 6

a mile to the right will be seen an insignificant-looking ridge, to the immediate north of which is another tall conical hill. These hills and the plain below formed the fighting ground of the decisive battle on the 21st October, 1899, the day after the action at Talana. The storming of this ridge was one of the grandest achievements of the Campaign. How graphically the climax is given us by the late G. W. Stevens:

"Fix Bayonets! Staff officers rushed shouting from the rear, imploring, cajoling, cursing, slamming every man who could move into the line. Line—but it was a line no longer. It was a surging wave of men. Devons and Gordons, Manchesters and Light Horse all mixed, mextricably; subalterns commanding regiments, soldiers yelling advice, officers firing carbines, stumbling, leaping, killing, falling, all drunk with battle, shoving through hell to the throat of the enemy. And there, beneath our feet was the Boer camp and the last Boers galloping out of it. * * * * Cease fire! It was over—twelve hours of march, of reconnaissance, of waiting, of preparation, and half an hour of attack. But half an hour crammed with the life of half a lifetime."

It was a wonderful victory. The Gordons and the Light Horse lost most heavily, and their dead are buried at the foot of the ridge.

Many prominent Boers fell into our hands, wounded and otherwise—Doctor Coster, State Attorney; General Koch and his son, Judge Koch; Commandant Pretorius; and Colonel Schiel, the German Artillerist. The first two were mortally wounded.

The operations were commanded by General French, and the British force comprised some 3,000 men. The enemy's strength was about the same as our own. Our losses were 61 killed or died of wounds, 193 wounded, and 4 missing. The 5th Lancers did remarkable execution, this being the only occasion on which the lance was used throughout the war proper.

The hills must be visited to conceive the unique strength of the Boer position. It is one of the finest natural battle grounds imaginable. The ridge recedes in slopes and broad plateaux, and as a last resource there is a nek communicating with the dominating kop.

The district of Elands Laagte will afford great interest to the tourist, and the altitude is a guarantee of healthiness.

Every facility for visiting the battlefields and other attractions in the vicinity can be obtained at the hotel.

Before leaving Elands Laagte, a note should be made of the fact that the original station buildings were burned to the ground by the Boers on their evacuation. Fortunately, owing to the rapidity of General Buller's "clearing" movements, the station premises farther north could not be similarly treated.



GRAVES, ELANDS LAAGTE BATTLEFIELD

WESSEL'S NEK is about four miles on the north side of the Sunday's River—a locomotive water-taking point—to the left of which Matawana, already mentioned, will be perceived.

Altitude	-	-	-	3,770 feet
Distance	-	-	-	211 miles
FARES:				
1st Single,	53 6.	Return,	80 3.	
2nd ..	35 8.	..	53 6.	

There are several coal mines in the vicinity of Wessel's Nek, but otherwise the place is not remarkable.

WASCHBANK, the next station, is of a little greater distinction. The Biggarsberg range of mountains crosses the railway line at right angles some distance ahead. Indumeni, the chief peak, 7,200 feet high, is detected on the right, and Hlatikulu, another noted eminence, can also be descried lifting its head above the

rest. Coal mining and farming are in operation. An hotel will be found close to the station.

Altitude	-	-	-	3,526 feet
Distance	-	-	-	218½ miles
FARES:				
1st Single,	54 6.	Return,	81 9.	
2nd ..	36 4.	..	54 6.	



MAIN STREET, DUNDEE

The country between Waschbank and Glencoe Junction is prettier, and in summer time the yellow blossom of the mimosa trees imparts a bright and agreeable piquancy to the severe undulations of the landscape.

GLENCOE JUNCTION is one of the busiest traffic points on the system, and the bulk of the Colony's export and private consumption coal—some 360,000 tons, and 240,000 tons respectively—passes through this station. It is also important as the confluence of the Dundee-Vryheid Branch and the Main

Line, connecting trains being run to suit all the principal passenger trains. Refreshments and meals are obtainable at all hours at the well-appointed rooms on the station, and several bedrooms are also available if required.

DUNDEE BRANCH AND VRYHEID EXTENSION LINE.

Formerly this branch terminated at the COALFIELDS, seven and a half miles from the junction. It has now been extended to the Buffalo River (21 miles) and is being carried through to Vryheid (59½ miles from Glencoe). Vryheid is the most important township in the territory recently annexed to Natal.

The line as far as Dundee does not boast of any scenic beauty, and is fairly level.

DUNDEE has a twofold attraction—its large coal mining operations and war connections. It is surrounded by hills and, for a colliery centre, is pleasant in appearance.

Altitude	-	-	-	1,098 feet
Distance	-	-	-	237 miles
FARES				
1st Single,	59 3.	Return,	88 11.	
2nd ..	38 6.	..	59 3.	

The European population is roughly 1,500 souls, and in addition there are about 1,200 natives and Indians. In the early part of 1902 it was established a full municipal town with its mayor and councillors. There are a number of good buildings in the town, public and otherwise—four churches (Church of England, Presbyterian, Wesleyan, and Swedish); Government School; Court House; Postal and Telegraph Offices; General and Masonic Halls; branches of two

Banks ; and of course several hotels—the “Royal,” “Masonic,” and “Victoria.” All three, in the same way as other hotels in the battlefield districts of the Colony, have increased their accommodation to meet the requirements of, an anticipated large tourist business. There are the usual Sporting, Literary, Social, and Industrial Clubs, and a large Public Recreation Ground.

Dundee is the headquarters of the Natal Police for the Umsinga and Dundee districts, and it also possesses a troop of mounted volunteers, a Rifle Association, and Cadet Corps.

A weekly newspaper called the *Dundee and District Advertiser* has just recently been established.

The town is very healthy, and has a lavish water supply. During the last six years, marred somewhat by the war, it has advanced by leaps and bounds, and is still progressing. Dundee has an assured future. The battlefields, separately described hereafter, prove a huge attraction of the place.



COAL MINE, DUNDEE

TALANA (COALFIELDS) is contiguous to, and lies a little below, Dundee. Here the various mines are situated, and the *débris*, piled hill-high, testifies to the activity of the workings. The yearly output from the whole of the Dundee mines is about 200,000 tons.

Altitude	-	-	-	4,644 feet
Distance	-	-	-	239 miles
FARES.				
1st Single,	59/9.	Return,	89/8.	
2nd "	39/10.	"	59/9.	

The Dundee district is perhaps the finest coal-producing area in South Africa, both in extent and quality. An enormous tract of coal country is still untouched, indeed the deposits seem to be almost inexhaustible. Good ironstone is also known to exist in the neighbourhood.

The railway line after leaving Talana Station passes over Smith's Nek towards the Buffalo River and Vryheid, and the traveller is borne between the two famous hills. Big Talana, and Little Talana.

NONDWENI ROAD and NQUTU ROAD are the first two stations on the Vryheid extension which is now under construction. The former is seven and a half miles from Dundee (Talana), and the latter four miles on the farther side of the Buffalo River.

TO THE ZULULAND GOLDFIELDS AND VRYHEID.

The NONDWENI GOLDFIELDS, where the precious mineral is in course of development with encouraging results, are some 46 miles from Nondweni Road, from which station the post-cart service will probably run on resumption of ordinary conditions. At present the goldfields are reached *via* Dundee. This small settlement is placed within post and telegraphic communication.

THE DENNY DALTON GOLDFIELDS accessible from Dundee are not now working.



RORKE'S DRIFT

Murray

RORKE'S DRIFT and ISANDHLWANA of Zulu War fame, the first of glorious memory, and the latter of mournful recollection, are respectively situated to the south and south-east of Nqutu Station.

VRYHEID is at present reached by post-wagon from Dundee. The railway is being constructed to this town, and before long, direct rail access will be possible. Vryheid was at one time the capital of the "New Republic," which has now been returned to Natal.

Before the War the white inhabitants numbered 2,400. The town is prettily situated. There are several churches and schools, two hotels, and other useful buildings. The district of which it is the centre is said to be rich in coal and other minerals, including gold, copper, mica, and asbestos. The advent of the railway will soon manifest its resources.

THE GREAT BOER WAR.

1899 TO 1900.

DUNDEE was the scene of the first act in the historic drama, the GREAT BOER WAR, in the theatre of Natal. The prologue may be recited :

The plotting of the Dutch since 1836, for supremacy in South Africa.

Britain's humiliation on Majuba, and concession of self-government to the Boers—1881.

Secretion by the Dutch of tremendous quantities of munitions of war.

Intolerable treatment of the Uitlanders on the Rand.

Endurance raised to breaking point.

Petition addressed to the late Queen praying for redress. May 24th, 1899.

Conference between Sir Alfred Milner (now Baron Milner) and President Kruger at Bloemfontein—May 31st to June 5th, 1899. British requirements put forward: five years' franchise for Uitlanders; their larger representation in the "Volksraad"; and the non-exclusion of the English tongue in that House.

Result unsatisfactory.

Diplomatic negotiations prolonged into September.

British note despatched to Mr. Kruger on the 8th of that month demanding the above reforms.

Reply of the Government of the South African Republic received on the 16th, giving an unqualified refusal.

British subjects leave Johannesburg.

Natal Volunteers mobilised September 29th, 1899. Troops ordered from India.

Boer Ultimatum October 9th, demanding withdrawal of British troops within forty-eight hours.



ST. JAMES'S CHURCH, DUNDEE (GENERAL PENN-SYMONS'S GRAVE IN FOREGROUND)



SCENE OF THE FIRST BATTLE IN NATAL (BOER WAR, 1899)

British Government reply conditions impossible of acceptance.

British Agent recalled from Pretoria.
War inevitable.

Orange Free State combine with South African Republic.

Boers invade British territory October 12th, part through Lang's Nek from Transvaal, part through Drakensberg passes from Orange Free State, part across the Buffalo River from Vryheid direction.

Evacuation of northern portion of Natal. Boers occupy Charlestown, October 13th; Newcastle, October 15th, 1899.

Dundee the first important objective.

THE BATTLE OF TALIANA

Before the recent acquisition of the "new territory" the Northern portion of Natal formed a triangle, the base of which was the Biggarsberg range of mountains, and the apex, Charlestown. On the left or western side the Drakensberg range divided Natal from the Orange River Colony, and on the eastern side the Buffalo River separated it from the Transvaal.

At the time the ultimatum was despatched, at least 20,000 Transvaalers were ready to flow into Natal, one portion *via* Lang's Nek in the north, and the other across the Buffalo on the east, while a further 10,000 Free Staters possessed the passes of the Drakensberg on the west. This triangle had necessarily to be abandoned, and British encampments were established at Dundee and Ladysmith.

At the commencement of operations in Natal, Sir George White, then Commander-in-Chief, had about 9,000 men and 24 guns at Ladysmith, and the late General Sir William Penn Symons, 4,600 men and 18 guns at Dundee.

The latter town was entirely dependent on the former for ammunition and supplies. In situation it was similar, hollow set, and dominated by high hills.

At sundown on the 19th October, 1899, we were still waiting for the battle-storm to burst.

The enemy had intested the northern territory, there had been a skirmish or two, and a train of supplies had been intercepted at Elands Laagte, but that was all.

During the darkness of that night, however, the Boers under Lucas Meyer converged in large numbers, seized Talana which commands the town, placed their big guns in position, and with the break of day announced their presence by dropping a shell into our camp. The first ominous battle-note had sounded—the tragic and historic War had commenced.



WHERE GENERAL SIR WILLIAM PENN-SYMONS FELL

The issue of the day is mere repetition of a hundred-times-told tale : how the gallant Penn-Symons marshalled his infantry at once for assault, despatched his artillery to reply to the enemy's guns, and his cavalry to work round their right flank (and how the 18th Hussars and some mounted infantry were captured). How 2,000 infantrymen—the Dublins, King's Royal Rifles, and Irish Fusiliers—stormed this difficult hill in the face of a fire from 5,000 barrels, sure and merciless ; and how, after a magnificent rush, the summit was won, and the enemy put to flight : and how, lastly, the brave General received a mortal wound while directing the attack and emboldening his men by the example of his utter fearlessness and his encouraging words.

Victory was decidedly ours, but profitless—our position was untenable. Ammunition low, the momentary possibility of Ladysmith being cut off, the Boers reorganising in more powerful array with heavier guns. General Yule, who had succeeded Sir W. Penn-Symons, wisely ordered the withdrawal of the inhabitants, and fell back with his force upon the main army at Ladysmith.

The retreating movement was commenced at 9 p.m. on the 22nd *via* the Biggarsberg, Beith, Waschbank Spruit, and Sunday's River, in all a distance of some 70 miles, and, owing to the skilful direction of Colonel, now General Sir J. G. Dartnell, was successfully accomplished on the 26th October, 1899.

The battle of Talana cost us roughly, 50 killed and 200 wounded, and an additional 200 (Cavalry) surrendered. The Boer loss amounted to about 300. Our wounded, including General Penn-Symons, had to be left in the hands of the enemy, who it is only right to state, treated them with every kindness, and rendered all possible medical aid. The General, sad to relate, passed away on the 25th October, and is buried in St. James's Churchyard.

Dundee was re-occupied by the British on May 15th, 1900.

Talana Hills, Impati, Smith's Nek and plantation, are full of interest to the tourist. Graves and cairns mark the historic spots, and from the crests of either of the big hills,



KAFIR CORN

B. W. Caney

a splendid idea of the configuration of the country is gathered; and the impossibility of preventing the Boer encroachments at that time, having regard to their overwhelming numbers and superior armament, is at once apparent.



ISANDHLWANA MOUNTAIN, ZULULAND (KAHIR WAR, 1879)

CHAPTER VIII.

FROM GLENCOE JUNCTION TO CHARLESTOWN.

REJOINING the main line, and passing onwards to Charlestown, the town of Dundee looms clearly in the extreme right distance with Impati and Talana soaring above it. The latter hill is denoted by the plantation at its base.

HATTING SPRUIT is a division of the extensive coal-fields. There are large deposits of this mineral in the locality. A private line, four miles long, branches to the right of this station, running to the Navigation and St. George's Collieries.

Altitude -	-	-	4,298 feet
Distance -	-	-	239½ miles
FARES:			
1st Single,	39 9.	Return,	89 8.
2nd „	39 10.	„	39 9.

DANNHAUSER is the centre of a large stock, agricultural, and coal district. Here was placed the first of the celebrated blockhouses, fourteen of which were situated in the vicinity of the railway line between this point and the border. At the next station,

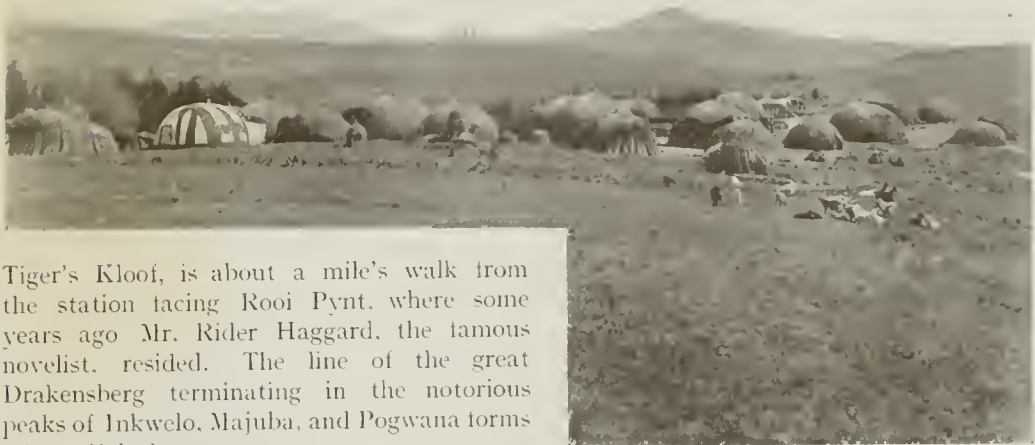
Altitude -	-	-	4,429 feet
Distance -	-	-	246 miles
FARES:			
1st Single,	61 6.	Return,	92 3.
2nd „	41 1.	„	61 6.

ALCOCK'S SPRUIT, large stone and ballast quarries are located. The stone used in some of the Colony's most important buildings was taken from here.

Altitude -	-	-	4,000 feet
Distance -	-	-	255 miles
FARES:			
1st Single,	63 9.	Return,	95 8.
2nd „	42 6.	„	63 9.

INGAGANE, the succeeding station, has much to commend it becoming a holiday resort. It is but eight miles from Newcastle, the climate is particularly fine, and it has adjacent, many places of attraction to the photographer, scientist, and angler. It is also of much historic interest. In comparatively close

proximity will be found the defence works constructed during the Boer War of 1881, and the more substantial fortifications built during the recent conflict. The well-known



Tiger's Kloof, is about a mile's walk from the station facing Rooi Pynt, where some years ago Mr. Rider Haggard, the famous novelist, resided. The line of the great Drakensberg terminating in the notorious peaks of Inkwelo, Majuba, and Pogwana forms a beautiful view.

NATIVE KRAAL.

Ingagane is also a considerable Katir district, and the native may be studied in his dual states—christianised and “raw”—to an unlimited extent. An hotel will be found some distance from the station. Good coal is being worked a few miles away.

NEWCASTLE on the Incandu is a municipal town, and from a picturesque and residential standpoint, one of the nicest in the Colony, the climate being most invigorating. The population is about 1,000 Europeans, and a similar number of “coloureds.”

Altitude	-	-	3,893 feet
Distance	-	-	268½ miles

FARES	
1st Single, 67 -	Return, 100 0.
2nd " 41 8.	" 67 -

The rateable value of the property in the borough at the time of writing was over £200,000; the general rate was twopence, and the water rate one halfpenny in the pound. The streets are well kept, the sanitary arrangements are satisfactory, and the water supply is unfailing and excellent. Newcastle possesses a Town Hall with clock and chimes, and the usual offices, ante-rooms, and general conveniences. The main hall will hold fully 500 people. This structure, which was erected at a cost of £6,000 to commemorate the Diamond Jubilee, was opened in July, 1899. There are many strongly-built good-looking buildings, and accommodation for visitors is met by three comfortable hotels and several boarding houses. The principal Societies and Institutions are: the Agricultural Society, Library and Reading Room, Literary and Dramatic Society, Masonic and other lodges, several Sporting Clubs, and a Rifle Association. The Church of South Africa, Roman Catholic, Wesleyan, Presbyterian, and Dutch Reformed bodies have places of worship here, while the scholastic establishments include a Government School and Dominican Convent. A weekly news-sheet is printed in Newcastle called the *Newcastle Advertiser*.

The principal products of the town and neighbourhood are wool, coal, tobacco, and maize. An important industry in the shape of a woollen factory has been working for some years with successful results. Tweeds and blankets of very good quality are produced from the local wool. There are several coal mines in the vicinity, and with the existing railway facilities, the natural expansion of trade, and the good seams which have been recently opened up, the output should increase considerably.

MAIN STREET, NEWCASTLE.





'MAJUBA AND LANG'S NEK

Fort Amiel looks down upon Newcastle from the north-west. In relation to the War, the Dutch took possession of the town on the 15th October, 1899, but the majority of the residents had departed. So great was the affection of the Boers for the place, and so strong their conviction that they had come to stay, that they re-christened the town "Viljoensdorp," and appointed their own civic dignitaries. But they were not destined to enjoy this desirable retreat as long as they desired. With General Buller's sweeping movement into the Transvaal, the "Viljoensdorpites" were pushed back to the places from whence they came, and Newcastle was re-occupied in force by the British on the 18th May, 1900. The town was strongly garrisoned, and Newcastle became the headquarters of the Army in Natal during the latter stages of the War. A well-equipped Soldiers' Institute has been built in the town for the benefit of the garrison now established there. Newcastle, it should be mentioned, is a Refreshment Room Station.

INGOGO recalls painful recollections of distant years—memories of martial blunders and political mistakes. But side by side come the lustrous events, and brilliant episodes of latter years. Let us earnestly hope that these may be the progenitors of concord and peace, and that former enmity will resolve itself

into the brotherhood of friendship and racial affection—an indissoluble union in one people, and one great Imperial aim.

Standing on the platform of this station the traveller will see three huge over-awing mountains. The centre one is flat-topped and the supporters are peaked. Naming them from the left they are Inkwelo, 6,872 feet high, the world-known Amajuba, 7,000 feet high, and Pogwana about the same altitude.

Altitude	-	-	-	4,064 feet
Distance	-	-	-	283½ miles
FARES:				
1st Single	70 9.	Return	106 2.	
2nd "	47 2.	"	70 9	

The last-named was the first peak fortified in the recent War, and the inhabitants of Charlestown saw the gun being placed in position before the date of expiration of Kruger's ultimatum.

After being driven from Ladysmith and the Biggarsberg, the Boers entrenched and fortified this formidable tail of the Drakensberg. Apparently they anticipated a frontal attack, or an assault upon their left, in order to force the passage of the historic Lang's Nek. But the rapid and brilliantly-executed movements of General Buller through Botha's Pass and round the west of the Little Inkwelo into Volksrust and Charlestown, completely frustrated their extravagant schemes.

At this point the thread of the War history may appropriately be connected :

On the 11th of May, 1900, the chief section of the Natal Army with General Buller, marched from Sunday's River Driif and Ladysmith to Waschbank River. On the 12th May a supply park was formed at Waschbank, a small section of the column marching across country through Pomeroy towards Helpmakaar, at which place the troops met and, after engaging the Boers, wheeled in the direction of Beith. By a series of quick movements the whole force pushed forward keeping close on the Boers' rear-guard until, on the 15th May, they entered Dundee.

Concurrently with the above advance, General Hildyard's portion of the 5th division, which had been left at Elands Laagte, covered the distance between that position and Waschbank.

On the 17th, the Biggarsberg was clear of the enemy.

On the 18th, the whole force was concentrated at Newcastle.

On the 19th, Lang's Nek was reached, but found to be too strongly occupied and entrenched for immediate and successful attack. A short period of waiting ensued for supply purposes and railway repairs.

On the 30th May General Buller advised the Boer Commandant, Christian Botha, that Lord Roberts had occupied Elandsfontein Junction, and therefore seeing his (Botha's) communications were severed, asked whether it was worth while continuing the struggle.

The result is common knowledge. The failure of the conference between the two Generals on the 2nd June ; the commencement of the attack on the 6th June by the occupation of Van Wyk's Hill to the south-east of Botha's Pass ; the placing of the heavy naval guns thereon, as well as on the slopes of Inkweloane Mountain ; the bombardment of the heights on the 8th, the seizure of Spitz Kop to the north of Van Wyk's Hill (between which the road to Botha's Pass runs), and the gallant and picturesque winning of the Pass on that day, resulting in the complete routing of the enemy from their positions. Then followed the resumption of the advance on the 10th ; the passage through the Orange River Colony into the Transvaal again to rejoin the railway ; the magnificent battle and capture of Alleman's Nek on the 11th ; the evacuation of Lang's Nek by the enemy, and the taking of same by General Clery from the south on the 12th, without a shot being fired ; and lastly the occupation of Charlestown, Volksrust, and Zandspruit by General Buller's forces on the 13th June—the whole plan of clearing Natal being carried through with the surprisingly small loss of 200 killed and wounded.

Notwithstanding the bad mangling of the railway line and the Lang's Nek tunnel, a clearance was effected in the remarkably short space of five days, trains passing through to Volksrust on the 18th June, 1900.

The following extract from Sir Redvers Buller's despatch lucidly illustrates the effect of his finely-conceived operations at Lang's Nek, and demonstrates how the enemy's expectations of a repetition of 1881 were ingloriously dispelled :

"By the operations thus described the enemy were compelled to abandon the position at Lang's Nek to the retention of which they attached the greatest importance, and on the preparation of which they had expended a vast amount of labour and energy. The position, immensely strong by nature, extending as it does along a series of hills for three miles with its western flank secured by Majuba, and its eastern flank by the deep gorge through which the River Buffalo flows, and beyond the river by the lofty mountain, Pogwana, was so skilfully and thoroughly entrenched as to be almost impregnable.

"The trenches were so arranged as to be invisible from the front, and yet were so placed that there is hardly a foot of ground in front of the position which does not come under cross and enfilade fire. On the bastion-like hill in the centre of the position, close under which passes the road over the Nek were two, and in some places three, rows of entrenchments, and on this and the other commanding crests, gun emplacements with bombproof casements for ammunition had been dug out of the solid rock. The slopes of Majuba were all entrenched, and the mountain itself was a mass of entrenchments, every possible approach to it being protected by them. On Pogwana was a very strong and carefully constructed emplacement for a six inch gun.

"Covered ways had been dug to enable the defenders of the trenches to get into them out of sight of the attack, and all approaches to the position had been burnt so as to show up Khaki clothing distinctly. It is evident that these preparations were not the work of a few days, but they had been most carefully finished in every particular, in fact no pains had been spared to render the position perfectly secure against attack. All this labour, however, was in vain, for it was impossible for the enemy to retain the position when once our troops were in possession of Volksrust, as had they done so, they would have been in a *cul de sac*; the Buffalo gorge preventing any escape to the east."

It will make a useful note for future reference to repeat the figures given by an authority of the British losses in battle throughout the whole Natal Campaign, namely: 948 killed, 4,340 wounded, a total of 5,288. This is exclusive of prisoners and minor losses which may be put down at several thousands.

The Ingogo District is replete with the War records of both Campaigns. To the north-west of the station are the sites of the three 1881 disasters—Lang's Nek on the 28th



MILITARY CEMETERY AT MOUNT PROSPECT, WHERE GENERAL SIR GEORGE COLLEY IS BURIED; MAJUBA IN BACKGROUND



HORSE SHOE CURVE, INGOGO

January, Ingogo Heights (Schains Hoogte) on February 8th, and 'Majuba on the 27th February, 1881.

There is much for the tourist to see in this famous mountain wedge, and to those who prefer to start from this side, it will be a convenience to know that an hotel is situated



O'NEIL'S FARM, WHERE THE TREATY OF 1881 WAS SIGNED

on the main road towards Botha's Pass, two miles from the station. Not only are the mountains of special attraction to the tourist, but the Buffalo River which formerly divided Natal from the Transvaal on the east, and flows through a wild and tangled country, is peculiarly interesting to the portrayer of weird and lonely scenes.

As the train advances from Ingogo to surmount the heights, about two hundred yards beyond the station, on the left, will be observed a narrow plain, and an isolated hill shaped like a dunce's cap. It was around this hill that the attacking forces worked towards Botha's Pass and Alleman's Nek.



FARM AT THE BASE OF 'MAJUBA

The method of negotiating the Ingogo Heights is distinctly interesting. Instead of tunnelling, which would have been enormously expensive, the rails are laid on the bank of the mountain in zig-zags, and by twice reversing the engine the train is raised 1,334 feet. On reaching this elevation, a delightful view of the country below and the railway track with its horseshoe curve over the three bridges is obtained. Shortly afterwards the train winds round the base of 'Majuba and

MOUNT PROSPECT comes into sight. Not far away is O'Neil's house, where the Peace Treaty of 1881 was signed. After rounding 'Majuba, General Colley's resting place may be observed on the left hill, and the ascent of Langs Nek (from the Special Stopping Place of that name) would give the site of the 1881 disaster;

Altitude	-	-	-	4,983 feet
Distance	-	-	-	296 miles
FARES:				
1st Single	71/-	Return	111/-	
2nd ..	19/4.	..	71/-	

the graves of those who fell at this engagement ; and also lead to the burial-ground of the brave who perished with Sir George Colley on Amajuba itself.

Passing through Lang's Nek Tunnel—2,213 feet long—both ends of which were shattered by the enemy for 200 feet, the border station.

CHARLESTOWN, is reached. Before the line was pushed through to the Rand in

Altitude - - - 5,386 feet
Distance - - - 304½ miles

	FARE	
1st Single, 76 -	Return, 114 -	
2nd .. 50.8	.. 76 -	

1895, Charlestown was the terminus of railway communication, and the active point where the ox-wagon and train exchanged loads. It is still the point of traffic exchange with the Transvaal line, but now very different from the

coach-stage period. The station premises are commodious, and a first-class Refreshment Room is provided.

The township enjoys a magnificent climate from its high situation, and is a desirable resort. It has two good hotels, the "Belgrave" and the "Corner"—the former a new erection in place of the one destroyed by the Boers. For the purposes of a healthy holiday and an enjoyable tour, Charlestown is without doubt the best centre. It is within walking, riding, or driving distance of such historic eminences as Amajuba (traversing the ground of the Boer encampment before the battle in 1881) and Lang's Nek some four miles distant ; Pogwana, five miles ; and Alleman's Nek about nine miles away.

Having arrived at the apex of the former famous triangle, and the last station on the Natal main line of railway, we proceed through the territory of the Transvaal towards the Rand.



JOHANNESBURG MAIL AT FOOT OF AMAJUBA

PART FOUR.

TOWARDS THE RAND.

THROUGH THE TRANSVAAL.

PART FOUR

CHAPTER I.

FROM CHARLESTOWN TO JOHANNESBURG.

THE distance to the border is two-and-a-quarter miles, and the divisional line between Natal and the Transvaal consists simply of a barbed-wire fence. At a spruit in the vicinity, which was formerly also regarded as a sort of boundary, Lord (then Sir Henry) Loch met Mr. Kruger in conference on the Swaziland question. After passing the spruit, the train leaves Natal at the furthest limit of its north-western frontier, and enters the Transvaal. A quarter of a mile beyond the border the town of Volksrust is located.

VOLKSRUST consists of about 250 dwelling-houses, built principally of iron. Hotel accommodation is obtainable. Its only ornament is a stone monument, erected in memory of those who fell in this vicinity in the War of 1881. A considerable business is done in wool-purchasing, and, before the beginning of the

Altitude	-	-	-	5,433 feet
Distance	-	-	-	308 miles

FARES:

1st Single	77/6.	Return	116/-
2nd ..	51/6.	..	78/-

recent War, some 8,000 bales per season changed hands. Volksrust will have its associations for the historian of the future. In September, 1899, it was made the principal base for the Boer invasion of Natal, and it was always regarded as a point of considerable strategic importance. It consequently formed one of General Buller's principal objectives in his movements after the relief of Ladysmith. The contrast between the country which has been traversed before reaching Volksrust, and that which intervenes between Johannesburg and Pretoria, is most remarkable. The difference which immediately strikes one is perceptible, not merely in the geological features of the country, but in the vegetation and in the atmosphere. The valleys and the hilly uplands of Natal have been exchanged for interminable and monotonous plains, which bear a closer resemblance to the prairies of the central and western United States and the north-west territory of Canada, than to any other part of the habitable globe. The country in summer is covered with grass, in many spots similar to esparto, and the appearance of the vegetation in that season, when thunder-showers are frequent, is by no means unattractive. In winter another feature, which reminds one of prairie life, is noticeable—great grass fires, which are lighted intentionally, in order to secure a richer crop of grass and other vegetation in the coming spring and summer.

Though the effect produced, at a cursory glance over the land, is that of a level like a billiard table, appearances in this, as in other things, are deceptive. At intervals in this vast prairie are to be found huge ravines—without anything on the surface indicative of their presence—in which armies of 20,000 men and more are swallowed up with ease. To the Boers, who are so well acquainted with every inch of their native country, these dongas, or ravines, have proved of the utmost use in the War. They have been employed as fastnesses, from which the guerillas could sally forth with ease on a foray, and return without a trace of their movements.

The climate here, as in all parts of the "high veld" of the Transvaal, is extremely bracing, and the breezy uplands which the railway traverses are among the best parts of the world for people who suffer from pulmonary complaints. In fact, generally speaking,

the climate of the higher Transvaal is one of the healthiest known—forming a complete contrast to the malarial regions of the low country—the western district of the Transvaal. The average height of this part of the land is from 5,000 to 6,000 feet above sea-level, and at one point, Klipstapel, in the Ermelo district, the country rises, without any steep gradations, to 7,000 feet.

In former days this country, now so attractive and well-dowered, was a *terra incognita* to travellers. No white foot touched the land in the days of its domination by the Zulus and their fierce offshoot—the Matabele, until the pioneer Boers first of all settled in the south-western and central districts—Potchefstroom, Zeerust, Rustenburg, and Pretoria, and for a long time the eastern Transvaal was neglected. Gradually it became habitable and occupied to a small extent, and little wayside stations on the road from Natal sprung up. The usual mode of conveyance was by ox-wagon, which gave way to coaches and post-carts, as Barberton, and latterly Johannesburg, became centres of attraction. The journey from Natal in olden days is admirably described by the gifted South African novelist, Mrs. Carey Hobson, in her book "At Home in the Transvaal," which vividly portrays Transvaal life in the days of the first Boer War (1880-1881). The days of romance are over now, but the journey, if more prosaic, is more comfortable and expeditious.

The Vaal River is crossed for the first time at Standerton. Its banks are there steep and precipitous, and it is by no means the deep and placid stream seen at Vereeniging and Klerksdorp.

STANDERTON itself is the typical South African country town. It is the principal

Altitude	-	-	-	5,025 feet
Distance	-	-	-	369 miles

FARES

1st Single, 92 6.	Return, 140 -
2nd " 63 6.	" 97 -

resort of a very large and fertile district, and in past days had celebrity as a market town. It is far from attractive in appearance, there being no natural features of any importance, if we except the Vaal River. The town, which in

normal times has a population of about 1,000 to 1,200 souls, has played its part in the history of the Transvaal. It stood a protracted siege in the Boer War of 1881, being gallantly held for Great Britain by Captain Carl von Brandis. During the War which began in 1899, Standerton was again prominent. In the course of the operations in the Eastern Transvaal, it was occupied by General Buller, and constituted an important base of operations. In the future, Standerton is destined to play a large part in the economic history of the Transvaal. It is peculiarly fertile, has fine pasturage for sheep and cattle, and its mineral possibilities—which have been tested—are great.

After the train leaves Standerton, the country undergoes a great change in its natural features. It is, in the first place, diversified by numerous ridges, which intersect, and give the landscape a broken appearance. At intervals there are big hills, for the most part round or oval-shaped, of basalt and sandstone. They are very similar in appearance to the hills seen later or near Johannesburg, although the Heidelberg Hills—some of which might almost be termed mountains—are more rugged. The nature of the vegetation, likewise, changes somewhat. There is still plenty of grass, but it is plentifully interspersed with low brushwood.

HEIDELBERG. The approach to Heidelberg is attractive, and the town, which may

Altitude	-	-	-	5,029 feet
Distance	-	-	-	441 miles

FARES

1st Single, 110 6.	Return, 169 -
2nd " 78 -	" 120 6

be viewed as a whole from the train, a few miles before it is reached, presents a most pleasant picture. The steeple of its ornate church may be seen for many miles around. The town is very pleasant in spring or summer, being



HEIDELBERG

"bosomed high in tufted trees." It has in its time also played an important part in the Transvaal history. In the Boer War of 1881 it became the headquarters of the Boer Provisional Government, or Triumvirate, which consisted of Kruger, Joubert, and Pretorius. It was here, on December 16th, 1880, that the South African Republic was formally proclaimed, in a long proclamation, containing a summary of the events of the few preceding years, and declaring the arrangements the malcontents were willing to make with the British authorities. From Heidelberg was despatched the force which overwhelmed a detachment of the 94th Regiment, at Bronkhorst Spruit on the road between Pretoria and Middelburg, on December 20th, 1880. One of the first acts of the Triumvirate was to despatch a large force from Heidelberg with orders to advance into Natal territory, and seize Lang's Nek.

In later years, the town and district of Heidelberg grew considerably. The district is not merely fertile, but abounds in gold-bearing reefs, the best known and richest of which is the "Nigel." It has tremendous mineral possibilities, and reliable authorities predict that in time to come it will be one of the richest gold-producing districts in the world, ranking second to the Witwatersrand. Under the Boer Government, the Witwatersrand Goldfields were officially included in the area of the district of Heidelberg.

The locality is interesting, from an antiquarian point of view, in that it was the principal seat of Moselikatse (or "Path of Blood"), the famous "Lion of the North," and founder of the Matabele nation, the traces of whose chief kraal are still to be seen.

Heidelberg may be recommended as a pleasant health resort. It boasts of some excellent hotels, stores, and private houses. Its population is about 3,000 to 3,500.

After Heidelberg, the railway approaches the upland downs of Witwatersrand. The first indication of proximity to a mining centre is afforded by a glimpse, on the sky-line, of the gaunt headgear of the mines on the East Rand, near Boksburg. Suddenly there is a wonderful metamorphosis, and the train leaves the quiet country-side, descending upon a forest of chimneys and staging which indicates the very "hub" of the mining industry—Germiston. Germiston is flanked by Elandsfontein, the principal railway junction of the Transvaal, through which, in ordinary times, from 250 to 300 trains run daily. Southwards from Elandsfontein, a line of 1,000 miles in length runs through the Orange River Colony to the Cape. A line runs south-westwards to Johannesburg, and another northwards to Pretoria, and one eastwards to Boksburg. In time Elandsfontein



INTERIOR PARK STATION,
JOHANNESBURG

Barnett

will be one of the busiest railway stations in the British Empire, with the exception of those in and near London. The station possesses a comfortable buffet.

To Johannesburg the train runs through a labyrinth of mines and mining works, which afford a novel spectacle not to be seen anywhere else. The effect produced by the numerous reservoirs and glistening tailings-heaps is not unpicturesque. The more important mines have their own little railway stations, at which, however, through trains do not stop. These are the Simmer and Jack, the Geldenhuis, the Jumpers,

and the George Goch. At the last-named, a huge plantation, which is only one of many that surround Johannesburg on all sides, is reached.

After this, Jeppestown, one of the largest suburbs of Johannesburg, is reached. It is attractive from a residential point of view, being regarded as one of the healthiest parts of the city, standing, as it does, on elevated ground. Adjoining the Jeppestown station is a pleasant place for visitors, the Grand Station Hotel.

Next comes Doornfontein, which has for many years been pre-eminent as the most fashionable suburb of Johannesburg, though it is threatened to be shorn of its glories by Parktown. Doornfontein lies in the beautiful Bezuidenhout's Valley, which charms the eye with its avenues of magnificent trees.

Leaving Doornfontein, the train proceeds through a long cutting, and finally draws up at Park Station, the principal passenger-station of Johannesburg. On the north side of Park Station are the spacious recreation grounds of the Wanderers' Club, while on the south the station opens directly upon the town.

CHAPTER II. JOHANNESBURG.

THE first object that strikes the eye on leaving the Park Railway Station is the Jewish Synagogue, beyond which is the striking tower of the Telephone Exchange. A drive of three or four minutes along Eloff Street or Rissik Street brings one past fashionable Pritchard Street (the Regent Street of the Rand) to the very heart of the town, the Market Square. A glance at the Post Office and surrounding buildings, many four or five storeys in height, serves to indicate the wonderful prosperity and the immense prospects of Johannesburg.

Altitude -	-	-	5,689 feet
Distance -	-	-	483 miles
FARES:			
1st Single, 121 -	Return, 185 6.		
2nd .. 86, 6.	.. 134 -		

After leaving the Market Square, one comes to Commissioner Street, in and near which are the offices of all the great financiers, and that centre of ceaseless excitement, the Stock Exchange. Everything is redolent of the great industry—gold. It will, therefore, be appropriate to give a brief sketch of the history of the mining industry in the Transvaal.

The Boers were always a pastoral people, and their sole object in settling in the Transvaal was to acquire homes for themselves, and plenty of room for their flocks and herds. The desire to found a purely pastoral community was, in the first place, responsible for the aversion the Boers had to the incoming of intrusive foreigners, on the look-out for precious metal. Thus, when gold was first discovered in 1854, the Government of the day, fearing a foreign influx, prohibited prospecting under heavy penalties.

Herr Carl Mauch, a distinguished German traveller, discovered in 1867, auriferous formations in the northern districts of the country. The Government shortly afterwards withdrew its prohibition, and in 1872 the first Gold Laws were published, and rewards offered for the discovery of payable fields.

Alluvial gold was found near Lydenburg, and a considerable number of nuggets unearthed, some scaling up to 215 ounces.

In 1882, attention was directed to the DE KAAP VALLEY, where a large block of farms was thrown open. In 1886, the discovery of the Sheba Mine created a fever of excitement. A limited liability company was formed, and men in hot haste began to flock



Bennett

from all parts of the country. At one time the £1 shares of the Sheba Company rose to £100. In 1887, over ten thousand persons were in the district, and the town of Barberton was built. Innumerable companies were floated, and the wildest schemes inaugurated. This, of course, resulted in a speedy collapse, and in a very short time only the permanent and well-developed reefs were kept open. At this period the output of Barberton was about 70,000 ounces per annum. Its production for the year 1898 was 80,760 ounces, valued at £314,792.



THE WITWATERSRAND GOLDFIELDS

Barnett

The WITWATERSRAND was discovered in 1885. Prior to this, properties on the Rand were of comparatively little value, ranging in price from £200 to £500, but as capital ists appeared, they rose in price, and in a few months changed hands at sums varying from £7,000 to £70,000.

On the 20th September, 1886, the Rand was proclaimed a public goldfield, and Captain Von Brandis appointed first Commissioner. A Government sale of building stands, each of which measured 50 feet square, was held, the standard price being about £200 each. Some of these have since realised £20,000 to £40,000. Good buildings soon began to appear, and the Johannesburg of to-day rose as a natural consequence, resulting from the continually increasing output of gold, statistics of which are here given :

RAND GOLD OUTPUT.										
PROGRESSIVE OUTPUT FROM JANUARY, 1890, TO OCTOBER, 1899.										
	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899
	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.	Ozs.
January ..	35,006	53,205	84,560	108,374	149,814	177,493	148,178	209,832	313,826	410,145
February ..	36,887	50,079	86,049	93,252	151,870	166,295	167,018	211,000	321,238	404,335
March ..	37,780	52,949	93,244	111,474	105,372	184,945	173,952	232,066	325,907	425,166
April ..	38,666	56,371	95,562	112,053	168,745	186,323	176,707	235,668	335,125	439,111
May ..	38,830	54,672	99,136	116,911	169,773	194,580	195,008	248,305	344,160	444,933
June ..	37,419	55,863	103,253	122,907	168,162	200,941	193,940	251,529	344,670	445,763
July ..	39,456	54,924	101,279	126,166	167,953	199,453	203,873	242,479	359,343	456,474
August ..	42,863	59,070	102,322	136,069	174,977	203,573	212,429	259,603	376,911	459,710
September ..	45,485	65,601	107,851	129,585	176,707	194,764	202,561	262,150	384,080	411,762
October ..	45,248	72,793	112,167	136,682	173,378	192,652	199,890	274,175	400,791	718,243
November ..	46,782	73,393	106,794	138,640	175,304	195,218	201,113	297,124	413,519	War
December ..	50,352	80,312	117,748	146,357	182,104	178,428	206,518	310,712	440,675	period.
Annual Totals	464,810	729,232	1,210,865	1,478,473	2,024,159	2,277,635	2,280,887	3,034,673	4,360,245	4,645,642



BATTERY OF GOLD MINE ON THE RAND

Barnett

The total output of gold from the combined mines of the Transvaal for 1898 was valued at £16,240,630. During the same year 12,413 white men and 89,000 natives were employed on 137 mines. The value of gold-mining machinery and plant in use during 1898 was £9,409,059.

The population of Johannesburg just prior to the War was set down variously at between 100,000 and 120,000. It is difficult to estimate it correctly, as the floating element is great. It is made up principally of whites, and possesses amongst its numbers, some of the smartest business men in the world.

The cost of living in Johannesburg, at one time monstrous, is now reduced to more reasonable limits, although house rents are still high.

Provision is made for the needy, who can obtain shilling meals, and at the same time no luxury is beyond the reach of the wealthy.

The town was once, before the introduction of any system of sanitation, unhealthy in the extreme, but more modern methods have remedied this evil, and Johannesburg is now far healthier than many European cities, and its elevation, 5,689 feet above the sea level, at once bespeaks its invigorating climate. The result is that people, on the average, lead a more active life, and work harder than they do elsewhere. This hard work demands a compensating amount of recreation, which is afforded by numerous sporting clubs of all kinds, and up-to-date theatres and music-halls.

Social life in Johannesburg is very pleasant. The keenest interest is taken in politics and other contemporary movements. Churches connected with almost all denominations are to be found. There are several excellent newspapers issued daily in Johannesburg: *The Star*, *Transvaal Leader*, and *Rand Daily Mail*. The *Transvaal Critic* is a weekly publication.



Barnett

The history of Johannesburg during the past decade is part of the history of the British Empire, and does not need lengthy discussion in this place. In December, 1895, came the Jameson Raid, which was preceded by the departure for the coast towns of a large number of the inhabitants. After the Raid came the trial of the Reform Prisoners, four of whom (Lieut.-Col. Frank Rhodes, Messrs. Lionel Phillips, John Hay Hammond, and George Farrar) were sentenced to death, and the rest to varying terms of imprisonment. Then followed a long period of depression. The hopes of the people were raised by the appointment, in 1897, of an Industrial Commission to enquire into the commercial grievances of the Uitlanders, but the labours of that commission were stultified by the action of the Transvaal Government. In 1898 a vigorous agitation against the oppressive rule of the Kruger clique began, and resulted in a great demonstration on the shooting, in December, 1898, of a subject named Edgar by a Johannesburg policeman. Messrs. T. R. Dodd and Clem Webb, the leaders of the South African League, were arrested under the Public Meetings Law, and released on the excessive bail of £1,000. During the year 1899 great mass meetings were held by the Uitlanders, and finally the Boer Government broke off the negotiations consequent upon the Bloemfontein Conference, and issued its ultimatum to Great Britain. During the War, many of the Johannesburgers fought bravely, principally in the Imperial Light Horse and South African Light Horse, and showed that the inhabitants of the town were fully capable of self-sacrifice, and of rising above merely material considerations.

From the Reef Mr. W. Bleloch estimates that 2,871 millions of money's worth of gold have yet to be extracted. The town will, in all probability, grow in proportion. It will be assured of a plentiful water supply, and a Water Commission has recently been considering the best means of providing a great and permanent source. The Town Council, under its Constitution, has wide powers, and it is expected that sanitation, and the paving and care of streets and electric locomotion along them, will proceed on the most approved and modern lines.

Johannesburg has a great future before it.



R. Sheppard

MARCH PAST LORD ROBERTS OF 85,000
BRITISH TROOPS: OCCUPATION OF PRETORIA.
JUNE 5, 1900

CHAPTER III. PRETORIA.

THE seat of Government of the Transvaal, Pretoria, is situated about thirty-five miles north-east by north of Johannesburg.

On leaving the latter, the line traverses the town for some distance, and the observer is impressed with the extent of tree-planting which has been carried out. For many miles a succession of young forests can be seen, and in fact the greater part of the route is enlivened and beautified by shrubberies.

Altitude -	-	-	4,471 feet
Distance -	-	-	511 miles
FARES:			
1st Single, 128 -	Return, 197 -		
2nd " 92 -	" 145 -		

The town of Pretoria is situated in a circle of hills, and may fairly be described as one of the prettiest, if not the prettiest, of interior towns in South Africa. Viewed from the top of any one of the surrounding hills during the summer season, the place has the appearance



Barnett

of a huge bouquet of flowers, and its many fine buildings are bowered in lofty trees. The centre portion of the town has a cluster of buildings which would be no discredit to a European capital. The former Raadzaal, or Parliament House, is the principal of these—a truly palatial building erected at a cost of £138,000. Facing it is another magnificent erection, the new Law Courts, or Palace of Justice.

Both these fine buildings, as well as many others in the town, were utilised by the British forces, first as hospitals, and afterwards as staff and departmental offices. The other buildings in the vicinity are those of the National Bank, to which is attached the Mint. A large and imposing Dutch Reformed Church occupies the centre of the market square.

From this point streets diverge in all directions. Wherever the eye rests, fine buildings can be seen, and the business life of the place is of an advanced and high-class description.

The population before the War was about 25,000 persons, half of whom were coloured. There is no lack of all the modern conveniences of life, and the tourist who visits the Governmental capital of the Transvaal will be well rewarded for the journey.

Pretoria has always been famous in the internal history of the Transvaal, and the diplomatic history of South Africa generally, as the political capital of the country. During

the War of 1881 it formed the head quarters of the British troops, and endured a protracted siege. As the seat of Government it was always prominent in Uitlander eyes as the place to which resort must be had when Johannesburg wished any of its numerous grievances remedied. It is interesting to note that Pretoria has now become the actual capital of the Transvaal, as the repeal of the Republican Constitution has done away with the claim of Potchefstroom to being the capital, as apart from the seat of Government. It will grow in importance from an industrial point of view, as there much gold, iron, and other minerals in the district. Diamond mining is already a local industry of no mean importance, and will improve in the future. The district is exceedingly fertile, and offers great possibilities to agriculturists.

CHAPTER IV.

CONCERNING THE TRANSVAAL.

THE Transvaal Colony lies between the 22nd and 28th parallel of South Latitude, and the 25th and 32nd degrees of East Longitude. The area of the country is 113,642 square miles. The population given by the last census, *i.e.*, before hostilities, was 167,150 men, 122,350 women—a total of 289,500 whites, and 589,126 natives.

Under the republican *régime* the country was divided into the following districts :—

DISTRICT.	CHIEF TOWN.
Pretoria.	Pretoria.
Potchefstroom.	Potchefstroom.
Rustenburg.	Rustenburg.
Waterberg.	Nylstroom.
Zoutpansberg.	Pietersburg.
Lydenburg.	Lydenburg.
Middelburg.	Middelburg.
Heidelberg.	Johannesburg.
Wakkerstroom.	Martinus Wesselstroom.
Utrecht.	Utrecht.
Bloemhof.	Christiana.
Marico.	Zeerust.
Standerton.	Standerton.
Ermelo.	Ermelo.
Lichtenburg.	Lichtenburg.
Vryheid.	Vryheid.
Piet Retief.	Piet Retief.
Klerksdorp, Carolina (chief town, Carolina), Krugersdorp, and Wolmaransstad, are separate districts.	
[NOTE.—The above particulars represent the area, division, and population of the Transvaal prior to the War.]	

The southern portion of the Colony is traversed from west to east by a high plateau, which forms the watershed between the rivers running south and those running north, of which the chief are the Vaal and the Limpopo. Besides this plateau, called the Hooge Veld, there are three mountain ranges which cross the country from west to east, of which

the most northerly is called the Zoutpansberg, in the district of the same name. Detached ranges, which are continuations of the Drakensberg, extend from the Natal boundary across the Olifant's River as far as the Limpopo, the northern limit of the Transvaal. These rise in places to some 7,000 feet.

Owing to the elevation of the country, which is over 4,000 feet above the sea, the climate is healthy, the winter being especially bracing. This season extends from April to August, and is generally dry. The monthly mean temperature during the summer ranges from 65° to 73°, and during the winter from 50° to 65°.

The country is well watered, as in the Orange River Colony it is supplied with numerous pans and lakelets, the largest of which is Lake Chrissie, 36 miles in circumference. Horses, cattle and sheep thrive well, and in the middle and northern parts of the Colony, vegetation is luxuriant, and many extensive forests occur.

The Transvaal, generally, has before it a future such as has been open to but few countries. From all points of view, agricultural, pastoral, mineral, industrial—it has boundless possibilities. The practical faith in its future is shown by the fact that capitalists have purchased huge tracts in various parts, in order to commence and carry out mining and agricultural operations. The country can support a vast population with ease, and there is no reason why, within comparatively few years, it should not rival and out-distance such prosperous American States as Ohio and Illinois. All that new-comers, who intend to settle, require, is a fair amount of capital with which to start. With a settlement by a new population distributed throughout the country, the leaven of progress and civilization will spread, and the consequences of the recent War will speedily be forgotten. The country has vast recuperative powers, and in a short space of time the unfortunate history of the past twenty years will be forgotten for ever.

PART FIVE.

THE NORTH COAST BRANCH LINE
TO
ZULULAND.

PART FIVE.

CHAPTER I.

A NOTE.—The North Coast Branch line is distinctly an “industrial” one, and for the main part serves the immense sugar and tea bearing areas. It does not hug the sea-shore in the manner of the South Coast line, but from the time it wheels away from its junction, Durban, it keeps several miles inland.

The scenery, though decidedly interesting, is not strikingly picturesque, but nevertheless the Branch is not without its compensating attractions.

The number of pleasure resorts is somewhat limited, the principal being Umgeni, and the Mount Edgecombe, Tongaat, Umvoti and Umhlali beaches; whilst Eshowe in Zululand must not be forgotten.

The Durban-Verulam section of the line described in the next chapter (Ex. “The Colony of Natal”) is supplied with a frequent service of trains, and a thoroughly pleasant afternoon may be spent in visiting either the sugar mill at Mount Edgecombe, or travelling further on and touring over the old-established town of Verulam, returning to Durban the same evening. The trip to Umgeni is also a most enjoyable and popular excursion.

The through service of trains to and from the terminus of the Branch is conveniently arranged to suit all passenger requirements.

CHAPTER II.

FROM GREYVILLE TO VERULAM.

GREYVILLE, the first Station on the Branch, is a popular suburb. Here the principal railway locomotive sheds are situated. Looking on the right of the line, a good view is derived of the Durban Flat, or Eastern Vlei, stretching to a long wall of bush-clads and-hills. This flat is artistically decorated with fine specimens of euphorbia-cactus, black mimosa, flat crown, and palm trees, in addition to many beautiful varieties of wild flowers and ferns, and patches of the odorous arum-lily. Churchill Road, a little further on, is a suburban stopping place. Several rifle butts are situated here.

STAMFORD HILL, the following Station, is a continuation of the lovely Berea Ridge.

Altitude	-	-	-	18 feet
Distance	-	-	-	1¼ miles
FARES:				
1st Single,	6d.	Return,	9d.	
2nd	“ 4d.	“	6d.	

It is a very favourite residential neighbourhood. There are a match factory, brick works, and a high-class poultry farm in the vicinity. About a mile in advance a high wooded hill will be observed, from the summit of which

candelabra-cactus trees stand out with peculiar effect against the sky. This is UMGENI HILL. Around its foot is the village of that name. It is a busy corner, and possesses some good buildings. The principal iron-foundry in the Colony is situated here, as well as extensive wool-washing mills, a large coffee factory, a tannery, a distillery, and a cigar and tobacco manufactory. Coast fruits are grown in large quantities, and maize is by no means an unlucrative cultivation.



ON THE UMGANI ROAD



HINDOO TEMPLE NEAR UMGANI (EUPHORBIA CACTUS TREE IN FOREGROUND)

UMGENI is a suburb of Durban, and, although having a comparatively small population, is of repute by reason of its various businesses and picturesqueness. The charmingly-situated hotel near the bridge, is a fashionable rendezvous. Glancing eastwards from the station, the eye catches a glimpse of the blue

Altitude	-	-	27 feet
Distance	-	-	3½ miles
FARES:			
1st Single	1/-	Return	1/6.
2nd	"	"	1/-

Indian Ocean at the point where the river flows into it. This is a favourite resort of anglers and pleasure-seekers. The lagoon or still pool, at the mouth, is barred from the sea by bush-studded sand-hills. Turning to the westward, the tourist will see the famous stone-quarries where the "hard-labour" gangs of convicts are forced to make the period of their incarceration useful to the community by quarrying the stone for street-hardening, and harbour purposes.



UMGENI RIVER, AND RAIL AND ROAD BRIDGES

The Umgeni River, which divides the Durban and Victoria Counties, broad and studded with reedy islands, is a pleasant feature in the scenery. The iron railway bridge, 1,080 feet long, by its height and strength, sufficiently denotes that, when the stream is in flood, it is a formidable torrent.

The view up the Umgeni, as the train crosses the bridge, is a fair sample of the scenery to be met with in the less interesting parts of the Colony. On the Zululand side of the bridge, to the left, is the well-known Sea Cow Lake, until quite recently the habitation of hippopotami and crocodiles. Though out of sight, the Lake is within easy walk of the Umgeni Station. On the other side of the line is an arrowroot manufactory.

The journey onwards through the Victoria County lies through extensive acreages of sugar cane. The contour of the country is very uneven, and prevents the rapid progress of the train. Mills are sighted ever and anon, and several brick-making works are seen, as the train moves towards

GREENWOOD PARK. The country around this attractive suburb was at one time densely wooded, and enough primeval forest remains to impart a distinct characteristic to the place. The **RED HILL**, through which deep railway cuttings have been made, and at which a stopping place has been established,

Altitude	-	-	192 feet
Distance	-	-	5½ miles
FARES:			
1st Single	1/6.	Return	2/3.
2nd	"	"	1/6.

has even yet a sprinkling of small game, while orchids, honeysuckle, mistletoe, and other familiar plants, together with sarsaparilla, nightshade, and canute, combine to remind the traveller that this is Africa and not England. Passing on we reach

AVOCA. There is no village at Avoca, only a few houses, a sugar mill, hotel, and a concert hall. These are all located near the station. In the vicinity there are two sugar plantations, and the monster estate of the Natal Central Sugar Company commences here. Leaving Avoca, after two miles steaming,

the train arrives at



SUGAR MILL, MOUNT EDGECOMBE

DUFF'S ROAD. To the eastward of the station a long rounded hill, named Mount Moriah, will be spied, its slopes seamed with rows of sugar cane. To the westward are some old-established estates, and the Umtata Distillery. There is a hotel and country store here, also a small Wesleyan Chapel and graveyard, where sleeps many a staunch old colonist.

PHOENIX, the next stoppage, has no individual attraction, and the train wends its way through a country almost completely covered with the broad sword-like leaves of the sugar-cane, in all stages of growth, from tiny little green shoots to well-grown plants eight feet in height, until

MOUNT EDGECOMBE, noted as the station for the factory of the Natal Central Sugar Company, is entered. The original cost of this mill machinery, and estate was £100,000, but since then it has been largely added to. Its cane-crushing capacity is 300 tons per diem, and about 26 tons of sugar are manufactured per diem during the cutting or harvest season, between June and March. As one approaches the factory from the south, long sheds containing bagasse (the refuse of

Altitude	63 feet
Distance	8 miles
FARES	
1st Single, 2/-	Return, 3/-
2nd " 1 1/-	" 2/-

Altitude	183 feet
Distance	10½ miles
FARES	
1st Single, 2 9/-	Return, 4 2/-
2nd " 1 10/-	" 2 9/-

Altitude	115 feet
Distance	12 miles
FARES	
1st Single, 3/-	Return, 1 6/-
2nd " 2/-	" 3/-

Altitude	201 feet
Distance	14 miles
FARES	
1st Single, 3 6/-	Return, 5 3/-
2nd " 2 1/-	" 3 6/-

the cane after the juice has been extracted) stand in ranges. Open spaces devoted to drying this article, which is used for fuel, flank the sheds. Next to these is the tall chimney, ninety feet in height, beside which is the mill house. In front of the crushing door, in high piles, the uncrushed canes lie awaiting treatment, while long lines of trucks, with towering loads of saccharine-yielding canes, stand ready for discharge. A travelling table, attended to by rows of coolies, bears a constant supply of the cane to the rollers, which are just inside the entrance. These rollers are huge, grooved, iron affairs, set in such a position as to extract the juice, and pass the bagasse out at the other side of the mill. The canes are crushed twice, to ensure complete extraction. All this time a constant stream of juice is falling in a veritable saccharine cascade into the broad troughs prepared for its reception. The grey, watery-looking fluid then passes through the various processes of boiling, condensing, purifying, crystallizing, and finishing, until it emerges in beautiful snow-white, golden-yellow, or brown crystals. It is not necessary in this place to deal with the manufacture in detail, but the visitor to the mill may be assured of a hearty welcome. The extent of this Company's estate is over 20,000 acres, and the careful management, carried out on practical and economical lines, cannot fail to win approval from the most casual. The latest scheme is that for utilising the refuse from the mill, which formerly found its way to the streams and caused their pollution. It is now collected in huge tanks, pumped three-quarters of a mile and then distributed over the land. It makes an excellent manure. The mill turned out in 1901 over 4,700 tons of sugar from its own and adjoining planters' canes. The estate employs 250 Kafirs, 1,500 Indians (men, women and children), and about 30 families of whites as managers, sub-managers, engineers, and artisans.

A convenient hotel adjoins the Mount Edgecombe Station. The sea is four miles away and above the beach several summer residences have been erected. The scenery along the rocky coast, and in the forest near by, where charcoal burning is carried on, is very beautiful, and only the pressure on space precludes the further sounding of its praises. It should be briefly recorded that good bathing, fishing, and botanizing may be obtained. Shortly after quitting Mount Edgecombe for Ottawa, some fine specimens of date palms are to be seen.



WESLEYAN CHURCH, VERULAM



INDIAN FRUIT SELLERS, VERULAM

OTTAWA. The groves of trees planted around this station serve to impart a pleasant aspect to the place. The sugar estates of several veteran planters are in the neighbourhood. At the mouth of the great Umhlanga River (great only in name) there is some very fine scenery. The lagoon here is navigable for pleasure boats for two miles, but the right of fishing is reserved.

<i>1st class</i>		<i>139, cet</i>
<i>Distance</i>		<i>16½ miles</i>
	FARES.	
<i>1st SEE 6, 15</i>	<i>Return, 6 5.</i>	
<i>2nd 1 .. 2 10</i>	<i>.. 1 5.</i>	



TOBACCO PLANTATION NEAR VERULAM

B. W. Cuney

Advancing from Ottawa, the train speeds past an open country, under a forty-foot viaduct, and then passes through a tunnel, 113 feet long, at Kahtskop. On emerging from the latter, and turning a bend in the line, a glimpse of the Umhloti River valley and the town of Verulam is obtained, and a moment after, the train steams into the station.

VERULAM. The first sight which greets the eye is the comfortable two-storeyed

Altitude	-	-	167 feet
Distance	-	-	19½ miles
FARES:			
1st Single,	4 9.	Return,	7 2.
2nd „	3 2.	„	1 9.

Railway Hotel. Next come the Wesleyan Chapel and the Market Square, on the northern side of which is the Court House. There are five long parallel, and three cross streets in Verulam. Several stores and many dwelling-houses line

the main thoroughfare. A three-storeyed corn and general mill, moved by water power, is situated on the banks of the Umhloti River, at the far end of the town, and two wagon-building establishments and two tobacco and cigar factories are also in working. A good view of the town can be obtained from the Zululand Road, rising towards Fuller's Flats, on the further side of the river, and from Kahtskop to the southward. From this latter vantage-point the scene is interesting. In the near foreground the Indian Hospital, with its red roof, forms a pleasant contrast to the somewhat stunted foliage of the mimosa which skirts the highway. Further on, the Cemetery, with its cypress trees and well-designed tombs, occupies a rounded hill. Beyond it the fine Government School is seen. Here a large number of children are daily instructed under competent teachers. Below this again is the Church. Beyond this the main street, with its stores and residences, trends towards the river. In addition to the Hospital and School, in the way of institutions, there are a public library (containing 2,000 volumes, amongst which there is a goodly sprinkling of standard works, and a good supply of periodicals and journals), a Recreation Room, Volunteer Hall, Rifle Association, several Benefit and Missionary Societies, Church Guilds and Temperance Lodges, and Wesleyan, Episcopalian, and Roman Catholic places of worship. The Divisional Headquarters of the Natal Police are also here, their centre being of course at the Magistracy. Verulam was founded in 1850, and was named by the original settlers after St. Albans. Its population is about 500 whites, and an equal number of natives and Indians. The assessed value of its properties is about £50,000. The climate is very healthy, and the death rate very low. Within a few miles of the town, to the eastward, the mouth of the Umhloti River serves the district as a place of pleasure resort.

The trade depends principally upon the sugar industry, and the original forest lands are now supplanted by sugar cane, extending for miles around. The "free" Indian is prominent in the district, and chiefly pursues the avocation of a vegetable and maize cultivator. The tropical fruits grow abundantly, while mealies and beans are large productions. Tobacco-growing has also made good strides. The tea industry has not yet visited the district, although it is well suited to this enterprise. To the westward, at a distance of eight or nine miles out, the long-established LINDLEY MISSION STATION is located, where the student of African character will find ample scope for investigation. Close to the Mission House, an establishment devoted to the training of native girls is placed. A laundry business is carried on by the industry of the girls, and a great deal of Durban's washing is done here.

Before leaving Verulam and its environments, it may be alike interesting and relieving to peep at the wild and romantic country round about the INANDA RANGE OF MOUNTAINS, which adjoin the Mission Station. These bold and bluff-like buttresses of Nature jut out into a veritable wonderland of beauty, where foaming rivers, black forests, cañons, and long lonely plains, are woven together into a mass which only a trained pedestrian will



NATIVE IN WAR COSTUME



NATIVE DRINKING KAFIR BEER

care to negotiate. The Umzinyati River here plunges over a sheer cliff of over 200 feet. Though this river is by no means large, it makes up for it in foam, sparkle, and dash. It is environed by lonely forests, whose silence is seldom disturbed by aught save the barking cry of the baboon, or the wail of the isinkwe (night-walking lemur). On the sandstone cliffs and in the recesses of the thickly wooded chasm—the haunt of the “dassie” or rock-rabbit—many beautiful plants may be found. Within a few miles circuit, about six native tribes are located. Here the tourist, having studied the Christianised native, can revel to his heart's content in barbarism as dense and unsophisticated as he could find in the depths of Matabeleland. Women toiling in the corn fields, warriors in all the glory of plumes and spears, chieftains dwelling in semi-royal state, war dances, and barbarous festivals. If his temperance principles are not unalterable, he may partake of Kafir beer out of a real calabash, and recognise in it the flavour of stale yeast. In another section the natives and their ways will be touched upon, but at present a few hints as to how to visit the district may not be out of place. The journey must be made on horseback. Fairly good animals can be obtained in Verulam at a cost of 10s. per diem; a native guide will cost 5s. a day; while 10s. invested in provisions will insure the visitor against privation, as native diet is not always palatable. An hour's ride will bring the traveller to the Mission Station already mentioned, where directions as to roads may be obtained. Two days will be sufficient to cover the journey. The Inanda range is about 2,500 feet above sea-level, the blue sheen of which can be clearly seen from its summit.

CHAPTER III.

FROM VERULAM TO STANGER.

BETWEEN Verulam and Tongaat are the stopping places of **Mount Moreland** and **La Mercy**. Near the former is the Umhloti Central Company's sugar estate. At La Mercy is a stone quarry, from which a good building stone is extracted and dressed. These operations can be witnessed from the train. Beyond the latter place some pretty pieces of bush-land are passed.

TONGAAT, in the post-cart days, was known as the village of Victoria. It is the centre

Altitude	61 feet
Distance	29½ miles
FARES.	
1st Single, 7 6.	Return, 11 3.
2nd „ 5 „	„ 7 6.

of a thriving and prosperous district, land having risen in value very considerably since the extension of the railway some six years ago. There are two hotels—the “Railway,” near the station, and the “Chelmsford,” situated on the top of the hill, on the main road. Refreshments are also obtainable at the station. There are two places of worship—St. John's Church and the Wesleyan Chapel. A Public Hall was erected three years ago to commemorate Her late Majesty's Diamond Jubilee. Here all the public functions and entertainments are held. The village is also provided with a very creditable Government-aided School, with Library attached. Nicely-situated European residences dot the hills round about, whilst the heart of the village itself is almost entirely inhabited by trading Arabs and Indians.

The largest sugar mill in Natal—that of the Tongaat Sugar Company, Limited—is adjacent to the station, and is well deserving of a visit. It is equipped with the most

up-to-date sugar-making machinery, and the economic and labour-saving principles of working in all the numerous channels, from the cane field to the "pocket," speak volumes for the progressive and enterprising directorate and management. The total area of the estate is about 6,000 acres, 5,000 of which are under cultivation. A considerable quantity of cane is also purchased from other planters. The output is roundly 5,000 tons per season, and the full capacity of the mill is 7,000 tons. The cane fields are served by 24 miles of a light 24-inch-gauge railway, worked by a small locomotive and mules. This is in addition to cartage. The estate employs, in its various branches, some 1,200 Indians, besides a good few Europeans. The process of sugar manufacture has already been briefly described



CUTTING SUGAR CANE

B. W. Coney

under Mount Edgecombe, and, with a few technical exceptions, this system also obtains at Tongaat.

Some twenty miles north of Tongaat, near the "Esidumbeni" Mission Station, is a curious cave, known as the "Indumeni," at one end of which a huge pillar of rock stands like a petrified sentry. The roof of the cavern is formed by a single stone weighing some two to three thousand tons, and the main chamber would shelter several hundred persons.

About a mile beyond the railway station, the Tongaat River is crossed by a strong iron structure, which serves the dual needs of train and wagon bridge. Further on the landscape loses much of its sugar-cane mantling, and becomes more pastoral, although there are still occasional estates, as **Fraser's Siding** indicates. **Umhlali Village** stopping place is then reached. This is used by visitors to the Umhlali Beach ($3\frac{1}{2}$ miles), where



RIVER UMHLALI

the fishing and bathing are said to be the best and safest on the northern coast. A good number of people are attracted hither, some of whom have cottages on the Beach.

CHAKA'S KRAAL is a pleasant little station. The district is favourable to all the coast cultivations. A coal seam has been discovered a few miles away.

Altitude Distance	47 feet 10 $\frac{1}{2}$ miles
FARES	
1st Single, 10 3.	Return, 15 5.
2nd .. 6 10.	.. 10 3.

Heading now for Stanger, Hulett's and Umvoti intermediate stopping stations are passed. The Groutville

Mission Station is situated in the locality served by the latter. The country round for miles is of gentler cast and more extensively wooded, while the land is plentifully besprinkled with Kafir kraals.

STANGER is historic. It was the capital of the blood-thirsty Zulu king Chaka. From here the "conquerer, the scourge, and the pride of all South African natives," issued his mandates of life and death. Here, too, it was that the usual fate of the tyrant overtook him and he fell slain by the spears of his own kinsmen. His burial place is within a few yards of the scene of his assassination—

Altitude Distance	143 feet 12 miles
FARES	
1st Single, 13.	Return, 19 6.
2nd .. 8 8.	.. 13.

about a quarter of a mile from the present village. Truly, the Stanger of to-day is very different from the "Duguza," as it was, and still is, called by the natives. Now a peaceful little township, with a market square flanked by hotels and stores and other buildings, replaces the military huts, with their throngs of plumed warriors. Round the grave of Chaka a few erven have been reserved by the Government.

The place was named after Dr. Stanger, the first Surveyor-General of Natal. It has a strongly-built laager, Court Houses, and Magisterial Offices, two comfortable hotels ("Victoria" and "Stanger"), two churches (Church of England and Wesleyan Methodist), a large Government School, a Masonic Hall, a "Diamond Jubilee" Public Library and Reading Room, and a fine castellated Police Barracks. The population is about 250. 11

is five miles from the sea, and at the mouth of the Umvoti seaside cottages can be hired, good fishing and fair shooting being obtainable in the season.

Stanger itself is growing in importance, and, as is well known, it is the centre of the largest tea plantations in the country. Although the railway arrived only in August, 1898, its benefits are evident, and a good fillip has been given to the various cultivations—tea, sugar, tobacco, fruit, corn, and maize.



KAFIR WITH HEAD DRESS OF FEATHERS
OF THE "SAKABULA" BIRD

Trappists, Mariannhill



PICKING TEA, KEARSNEY

CHAPTER IV.

THE TEA DISTRICT.

A GLANCE AT KEARSNEY AND ITS LIGHT RAILWAY.

THE tea plantations of Messrs. J. L. Hulett & Sons, Ltd., form one of the leading features in the industries of the Colony. They are situated at Kearsney, to the north-west of Stanger, and a light railway runs from Stanger Station to the factory, a distance of eight miles.

The construction of this admirable little line was undertaken on the initiative of Messrs. Hulett, and a laudable enterprise it is. The total cost was £18,500, which sum includes all station buildings and houses, engines, rolling stock, fencing, etc. It is built on the 2-feet gauge, and is splendidly laid with the 30 lb. type of metals. The country through which it passes is undulated and picturesque. The ruling gradient is one in 30, and the locomotives employed are respectively 50 and 30-horse power, the larger of which can haul with ease a load of 20 paying tons.

The railway was opened with great *éclat* on the 2nd January, 1901. It is worked by Messrs. Hulett's own staff of station-master, platelayer, and train men, and is equipped with two engines, two carriages, and five trucks, together with all necessary buildings and appliances. First and third-class passengers are conveyed at a throughout rate each way of 1s. first-class, and 6d. third-class.

The line enters a very productive country, and, besides proving an immense advantage to Messrs. Hulett's businesses, and to the planters and farmers in the Kearsney and neighbouring districts, it attracts a considerable native passenger traffic. The wagons carry a

net weight of five tons, being principally used for conveying the heavy tea traffic from the mill, and returning with coal and stores. Passengers and goods are of course transferred at the Stanger Station to the Government trains. The Kearsney train makes connection at Stanger with the passenger trains to and from Durban.

This novel and acceptable method of visiting the principal tea estates in Natal is delightful in itself, and only surpassed by the pleasure of touring over the tea manufactory and the splendid demesne of the founder, Sir James Liege Hulett, J.P., M.L.A., Speaker of the Legislative Assembly for many years, and a very valuable and progressive colonist. Those who elect to go to Kearsney may reckon upon a kindly welcome from that gentleman, or his representative. Should the train not suit the tourist, however, a most agreeable six miles drive from Stanger will land him at the mill doors.

The Kearsney Factory is one of the most perfect of tea establishments. It consists of a large building, constructed of brick and cement, five floors in height, giving a withering space and manufacturing capability of 1,500,000 lbs. of tea per annum. The dimensions of the main withering-floors are each 150 by 70 feet, to which there are annexures for engines, furnaces, and boilers. The work of all necessary departments in connection with, not only the manufacture of tea, but its packing, are carried out under one roof. Boxes are locally made, very often from Natal timber. Steam saw-mills and carpenters are employed on the estate. The lead for lining the boxes and packing the tea is imported from London. The Factory is fitted with the most modern machinery, the whole of which is operated by electricity.

Messrs. Hulett's estate is composed of several plantations, the chief of which are Kearsney and Kirkley Vale. The total area of these is 13,500 acres, about 1,600 of which are under



tea. In addition to the foregoing, Kearsney Mill takes the leaf from some of the other plantations in the vicinity. The yield last season (September to June) was about 1,000,000 lbs. The total number of Indians employed in the tea industry is roundly 1,000.

Apart from their large operations in the direction of tea, Messrs. Hulett are turning their attention to the cultivation and manufacture of sugar, two estates with a total area of 6,000 acres of land being the property of the Company. A mill is being erected on one of these estates on the Umhlali River, the machinery for which will be the most modern that can be obtained. This factory will not only manufacture from the cane grown by the proprietors, but also from that of other planters.

There are several other excellent tea factories in the neighbourhood, and amongst others may be mentioned Messrs. Hindson & Co.'s, H. Balcombe & Sons', and Mr. Ashwell's.



CHAPTER V.

FROM STANGER TO ZULULAND.

AFTER Stanger, the Stopping Station of **New Guelderland** occurs.

DARNALL is the next station, and **Sinkwazi** is the last Stopping Place before Lower Tugela is sighted. This portion of the coast is very fertile, and doubtless, with the facilities afforded by the railway, much will be done in the future to develop its agricultural and industrial capabilities. It is particularly

favourable to tea and sugar.

LOWER TUGELA. As its name expresses, this station is situated on the banks of the largest and most historic river in the country, the Tugela here dividing the two large territories of Natal and Zululand which are connected about a mile beyond the Tugela Station, by the finest and most massive bridge in the whole

Colony—1,330 feet long. This gives a good idea of the breadth of the oft-times treacherous stream.



ESHOWE

The village is prettily situated in a valley, and contains two small hotels, and one or two private habitations. Fort Pearson, one of the first fortifications formed during the Zulu War of 1879, and the burial place of a number of British soldiers, is about six miles off, on the south bank of the river. From this point that War may be said to have started.



ESHOWE POST CART

Lower Tugela was formerly the terminus of the North Coast line and the station for Eshowe.

The first section of the Zululand Extension now being open, the daily POST-CART SERVICE WITH ESHOWE has been transferred to

GINGINHLOVU FOR ESHOWE. The distance to Eshowe from this station is 17 miles, and the post-cart fare is 15s. The route lies through an interesting and rugged country, parts of which aspire to some magnificence.

At the time of writing the Zululand extension was open to Empangeni 53 miles from Tugela and 122 from Durban. The railway beyond is making rapid progress towards its terminus, Hlabisa.

Altitude	181 feet
Distance	89½ miles
FARES	
1st Single	22 6
2nd	15
Return	40 0
	22 6



ESHOWE, the principal town in Zululand has a total population of 700, and is charmingly picturesque. It is situated on a table-land, about 1,800 feet above the level of the sea, and the climate is exceedingly fine and exhilarating. The town is remarkably well set out, English-looking, and clean, and the residences and other erections are stylish and prettily embowered. There is every reason to believe that, with the nearer railway communication, Eshowe will occupy a leading place amongst the health and pleasure resorts of the Colony. It has everything to commend it.

There are some good buildings. Governmental and otherwise, viz: the Episcopalian Church (or Cathedral, Eshowe being the seat of the Bishopric), Government School, Central Gaol, Residency, Court buildings, Post and Telegraph offices, Natal Bank, and Masonic Hall. There are, of course, the usual stores and shops, two good hotels ("Eshowe" and "Provincial"), Wesleyan Chapel, several scholastic establishments, a Library, various Athletic and Social Clubs, Rifle Association, and Cadet Corps. There is also a Hospital, established in commemoration of the late Queen Victoria's Jubilee. It does a good and much appreciated work, while the Norwegian Mission Station, which presides over some

500 natives, is a pattern of usefulness. Another of the town's unique enjoyments is the large open-air and secluded Swimming Bath. This has been made in one corner of the lovely "Bush" and can be exhausted and replenished with fresh river water at will. The "Bush" referred to encompasses some hundred acres of enchanting woodland. Pathways traverse it in all directions, and there are the most beautiful avenues and leafy alcoves for those who wish to hear

" The sweet leaves playing with the subtle air,
In dainty murmuring,"

—or otherwise.

Eshowe has a small garrison, stationed just outside. This is supplemented by a splendid Native Police Corps, the Nongies, whose embattled barracks are on the west side of the town.

The district is well timbered and watered and most capable for general farming and pasturing pursuits, but its situation so far away from the railway restricts any very great advancement being made. A considerable local trade is done in bricks.

Eshowe possesses some historic renown. Amongst the many grassy hills and mountains which surround it, that of Signal Hill, a mile or so away, is pre-eminent in height and reputation. It was the signalling station with the Bluff during the Zulu War—hence its name. It will be remembered that, after the Isandhlwana disaster, Eshowe was fortified, and held



NATIVES TRAVELLING

B. W. Caney

by Colonel Pearson and 1,300 men for two months against an expected attack from the main Zulu army. The assault was never delivered, however, and the beleaguered town was eventually relieved by Lord Chelmsford's column. The site of the old fort and the military grave-yard will be found some two miles out of town, near the Norwegian Mission Station.

In passing, it is noteworthy that the residence of the well-known Zulu Chief Dinizulu (son of the great Cetuywayo), who rose in rebellion against British authority in 1888, was

convicted of high treason, banished to St. Helena for ten years, and returned to his native land in 1898, is situated about a mile from Eshowe.

MELMOTH is reached *via* Eshowe, and is 30 miles north of the latter place. It is the centre of a Dutch farming locality, and the seat of the Magistracy of the Emtongweni District. There are but few buildings beside the Court House, Residency, Natal Police Barracks, and Dutch Reformed Church.

ULUNDI, near the seat of the Mahlabatini Magistracy, the place of Cetshwayo's royal kraal, and scene of the last great battle of the Zulu War, is about 30 miles north of Melmoth.

MOUNT PROSPECT, which figured in the Zululand operations during the Boer War, is not far from Melmoth, while FORT ITALA, whose successful and heroic defence against the formidable attack under Commandant General Louis Botha (in his attempt to re-invade Natal in October, 1901) excited such universal admiration, is about 30 miles away.

CHAPTER VI. CONCERNING ZULULAND.

THE territory of Zululand was annexed to, and became a province of Natal in December, 1897. Its area is approximately 10,450 square miles, and its population 1,263 Europeans, 213,000 natives, and about 100 Indians.

Amatongaland, the northern extremity of the province, gives a further 5,300 square miles, and a native population of 40,000. Zululand is divided into eleven Magisterial Districts, viz.: Eshowe, Emtongweni, Nqutu, Mahlabatini, Ndwandwe, Ubombo, Ingwavuma, Umlalazi, Lower Umfolozi, Hlabisa, and Nkandhla. The first three are connected by telegraph, and the next four by telephone, with the rest of the Colony. The remainder are unconnected. The seats of Magistracy are, on an average, 30 miles apart. Nkandhla is noted for its proximity to the most beautiful and extensive forest in the country. The Insuzi Goldfield is about 15 miles therefrom. The Nondweni and Denny Dalton Goldfields are dealt with under DUNDEE—page 124.

With the exception of the townships of Eshowe and Nondweni, and that portion of the Emtongweni District including Melmoth, the whole of the land in the province is unalienated Crown land, and occupied almost solely by natives. A few traders have established stores in various parts, their license to trade being their only title to remain in the country. Under this license they are bound to provide accommodation for travellers.

In the low-lying portions of the country, malarial fever is prevalent during the summer months.

The roads to all districts are good. With the exception of the post-cart services between Ginginhlovu and Eshowe, Dundee and Nondweni and Nqutu, there are no established facilities for reaching the different parts of the province, and all travelling has to be done on horse-back or by private conveyance.

Native education is conducted by the Bishop of Zululand, and the Norwegian, Swedish, Catholic, and other Missions and Societies, their schools being aided by grants from Government.

Zululand sends one Member to the Legislative Council, and two Members to the Legislative Assembly.

The Province has progressed steadily during the last few years, and the new railway line, which will run along the coast lands, terminating at the extensive Hlabisa Coalfields, near

St. Lucia Bay, a distance of a hundred miles from Tugela, will prove a very material incentive to rapid and important developments in the future. The districts served are suitable for the cultivation of sugar, tea, coffee, tobacco, maize and rice, and will undoubtedly draw many enterprising settlers, when arrangements are made for the opening up of the lands. Zululand is well watered, splendidly wooded, and rich in mineral deposits—coal, gold, copper, mica, and asbestos having been found. Many schemes are on foot for their development. India-rubber is another large possession of Zululand. Game is fairly plentiful, and specimens of most of the fauna indigenous to the country are preserved, but may not be shot without special permission. The rivers Amatikulu, Umhlalazi, Umfolosi, and Umyalazi afford excellent fishing.

The future of Zululand is full of promise.



ZEBRAS

Burn



A LAGOON ON THE SOUTH COAST

PART SIX.

THE SOUTH COAST BRANCH LINE.

*"Ye waves,
That o'er th'interminable ocean wreath
Your crisped smiles."—ÆSCHYLUS.*



THE BEACH. UMHLALI

*" In the torrid clime
Dark hearing ; boundless, endless, and sublime—
The image of Eternity—the throne
Of the Invisible ; even from out thy shrine
The monsters of the deep are made, each zone
Obeys thee ; thou goest forth, dread, fathomless, alone."*

BYRON (*Childe Harold*).

PART SIX.

CHAPTER I.

HINTS TO TOURISTS AND OTHERS.

THE South Coast Line is furnished with an excellent service of trains, and the times of certain of them are altered on Saturdays and Mondays to suit the convenience of visitors to the several week-end resorts. At most of the seaside places, cottages on the beach can be hired for varying periods.

The fishing and shooting are good the coast through. All kinds of shell-fish are found in abundance at many points along the coast, and at the mouths of some of the rivers.

A warning should be given to bathers not to venture upon a "dip" before assuring themselves as to the safe spots. At some places the slope of the beach is so acute, and the back-wash so exceedingly strong, that an element of danger would be incurred by ignoring this precaution.

Besides their many attractions and health-giving properties, the various resorts also afford great scope for the student of botany, entomology, geology and mineralogy, naturalists and other scientists, as well as artists and photographers.

The products of the South Coast lands are treated under the respective stations and districts.



WESTS STATION, BLUFF, DURBAN

CHAPTER II.

FROM SOUTH COAST JUNCTION TO ISIPINGO, INCLUDING THE BLUFF LINE.

DEVIATING from the main line at South Coast Junction, the branch train bowls along on a level track, past the Natal Match Factory and the Chemical Manure Mill, across the bridge of the river Umhlatuzan which trails through a country singularly pretty and well foliated, through bright red cuttings, into the Junction Station of the Bluff Line,

CLAIRMONT. This is a well-known picnicking place. It is also being developed as an acquisition to the suburbs of Durban. The wonder is that its residential suitability remained so long undiscovered, considering the good train service, the pleasant situation, and the fact that it is the centre of good

brickfields and stone quarries. In the vicinity is a large Catholic Native Settlement.

The BLUFF LINE radiates from Clairmont, and sweeps round the edge of the bay, passing the undermentioned Stopping Places in the order given: JACOB'S, WENTWORTH, KING'S REST (named after the doughty Richard King), FYNNLAND (this in memory of Henry Fynn, who, with Lieutenants Farewell and King, were the three recognised leaders of the early English settlers), and NEW BRIGHTON, terminating at

WESTS, the headland station of the Bluff. This alternative mode of reaching, or returning from the favourite pleasure-ground of the Durbanites is greatly used.

Altitude	9 feet
Distance	12½ miles
FARES:	
1st Single, 2	Return, 2 6.
2nd " 1 3	" 1 9.

The Bluff Line is destined to rise to much greater importance in the future. Portions of the richly wooded slopes are no longer the sole haunt of monkeys, bush-buck, reptiles, and birds: man has set his habitation there, and the beautiful Berea has a rival. A few years hence, too, and the "Bluff Side" will be a large component of the Harbour. On leaving Clairmont, the train cuts through grassy plains to

MEREBANK, which is chiefly notable as the site of the largest Boer Refugee Camp in Natal. At the time of writing some 8,500 Dutchmen, women, and children were concentrated there.

Altitude	-	-	-	68 feet
Distance	-	-	-	8½ miles
FARES:				
1st Single,	2/-	Return,	3/-	
2nd "	1/1.	"	2/-	

Beyond Merebank. large sugar-plantations and mealie-fields open before the view. thick clumps of supple bamboo

bend with measured grace in the breeze the thatched dwellings of the ubiquitous coolie are scattered far and near, and the dusky tenants may be espied in the cane-fields, or diligent in other directions. The siding to the Umlaas Wool-washery and Sugar and Mealie-mills is shortly passed, the Umlaas river itself is crossed by the second longest bridge in the Colony (1,160 feet), and

Altitude	-	-	-	39 feet
Distance	-	-	-	9¾ miles
FARES:				
1st Single,	2/6.	Return,	3/9.	
2nd "	1/8.	"	2/6.	

REUNION. a quiet little station. in the heart of sugar-bearing land. is overtaken.

ISIPINGO. the next station. is a livelier place, but much of the importance it boasted when the terminus of the branch. has departed. It possesses a church, a chapel, a Government-aided school, two hotels, a library, and various stores. It is a convenient distance from Durban, and, by

reason of its good road, is much visited by cyclists and others.

Before the more southern seaside places were accessible, Isipingo was a favourite resort, but the beach being two miles away, it is now less popular, although its attractions, boating and fishing on the lagoon and river, and rambles on the beach and over the sea-worn rocks, are still enjoyed by a good number of visitors, especially on public holidays and during week-ends. It should not be omitted from record that in the Isipingo cemetery will be found the tomb of Richard King.



SUGAR MILL AND CANE FIELDS



THE BEACH, ISIPINGO

CHAPTER III.

FROM ISIPINGO TO LOWER UMKOMAAS.

THE journey from Isipingo to the stopping place of **Umbogintwini**, through fields on fields of waving sugar-cane, garnished by giant bamboo, wild banana, and palm trees, and enclosed by a well-wooded country reposing in the most picturesque disorder, is but a foretaste of the charming kaleidoscopic scenery for which this line is so justly renowned.

Before Amanzimtoti is reached, the way winds ascendingly through a long dense forest of bush, natural and deliciously cool.



ON THE SOUTH COAST BRANCH LINE



AMANZIMTOTI

AMANZIMTOTI (Kafir for "sweet waters") is one of the best known of the South Coast resorts, and well merits its native name. As a Saturday-

Altitude 18 feet
Distance 17½ miles

FARES:
1st Single, 4 6 Return, 6 6
2nd 3 4 6

to-Monday rendezvous it is of especial suitability, being within only an hour and a quarter's ride of Durban. The hotel is commandingly situated in terraced grounds, and, like most of the hotels on the South Coast, is commodious and well appointed. It controls a splendid view of the pleasure-giving features of the neighbourhood—on the left hand, the sea and shelly beach; on the right, the broad lagoon and reedy isle, the graceful river, and the bushy undulations which extend for miles.

Boating, shooting, fishing, bathing, and tennis compose the general enjoyments, while the artistic and photographic eye will discover numerous scenes worthy of attention. The beauties of the river, which is navigable for several miles, are by no means obtrusive; they require to be courted, but, when found, he would be an unimpressible mortal



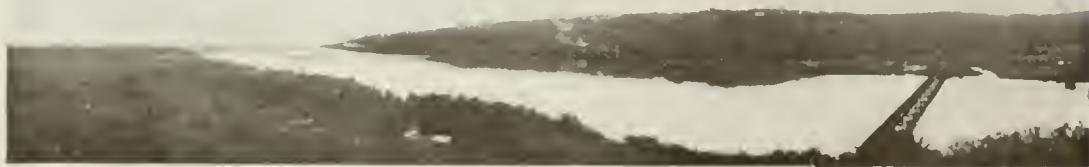
who was not charmed with the many captivating spots along its palm-fringed banks, which rise at points to almost perpendicular heights on which the wild banana, aloe, and candelabra-like euphorbia, tower assertively through the sub-tropical thickets. Those who wish to be "far from the madding crowd" cannot do better than seek the sweetly quiet nooks beside the Amanzimtoti.



WOODLAND SCENERY

Some three or four miles distant there is a large native Mission Station, and a visit to the settlement would prove most interesting.

Advancing southwards, we catch the first glimpse of the ocean. The sight is entrancing, and, with Longtellow's Count Arnaldos, one longs to learn the Secrets of the Sea. With the exception of an occasional peep at the glistening waters, the railway path lies through rich tropical vegetation.



UMKOMAA'S



LAGOON AMANZIMTOTI

WINKLE SPRUIT, the next halting place, is a favourite camping-out situation. It is a pretty little spot which takes its name, not from the lesser light in the Pickwickian firmament, but probably from the tiny shell-fish found on the clusters of black rocks at the mouth of the stream. observed in passing towards

ILLOVO. Although this excellent resort does not lay claim to the "blue ribbon" of watering-places, yet it does not fall far short of its attractive congener, Umkomaas. It is a delightful seaside village, and is immensely popular with day trippers, week-end excursionists, and those whose period of rest and relaxation

Altitude	78 feet
Distance	22½ miles
FARES:	
1st Single, 5 9.	Return, 8 8.
2nd " 3 10.	5 9.



NELSON'S DRIFT, UMKOMAAS

J. F. Middlebrook

is limited. The railway station is at the river, but the best access to the sands is from the **Beach Stopping-Place** about three-quarters of a mile beyond. There is only one hotel at Illovo. The shooting and fishing are good, and boating, bathing, and other pastimes equal to any. It is an incident worthy of notice that the Border Mounted Rifle Butts are fixed at Illovo.

So far as the cultivations in this and the lower districts are concerned, the principal are sugar, maize, tobacco, and fruits. A well-known sugar-mill may be visited some few miles down the river.

UMGABABA, the next point of call, is not a station as yet, only a Stopping-Place. It is lonely and little visited, save by a solitary curlew, ibis, or wild duck, and an occasional geologist or seeker of shells. It is a lovely spot, however, abounding, like many other places along the coast, in arum lilies, bulrushes, and the most delicate, as well as the hardiest of ferns and other plants. Its euphonious name should some day belong to an ideal retreat. Crossing the bridge of the river which here carves its way into the ocean, and skirting sylvan dips and breaks in the bush, which reveal the shore and the swelling, effervescing sea, we soon detect LOWER UMKOMAAS, perched on the south side of the wide estuary of the Umkomanzi. Passing over the river's iron viaduct, a splendid structure 825 feet long, we curve beneath the breezy heights on which the village is set, and turn into the station.

UMKOMAAS has countless admirers, and well merits its leading position amongst

16. 2'		19 feet
Distan.		3 1/4 mile
	FARE.	
1st Single	7 1/2	Return, 11 8
and	7 2	7 9.

the South Coast health and pleasure places. Healthily situated at an elevation of from 200 to 300 feet above the sea; surrounded by hills; within a stone's throw of a wide and beautiful river; endowed on the one hand

with a clear perspective of fine sands, and on the other with broad tumbled masses of metamorphic rocks; replete with two roomy and comfortable hotels and several private cottages; within two hours reach of Durban, and yet apparently hundreds of miles from the busy haunts of man, it is not a matter for great surprise that Umkomaas is the favoured resort of those who desire an invigorating, quiet, restful holiday, or merely the pleasure-makers who come to fish, boat, shoot, bathe, and heartily enjoy themselves generally.

Not the least charming of the many means of whiling a morning away, is to row to the Drift, a distance of two to three miles, alight, and seek the old, rambling, hostelry of the Nelsons, celebrated in the punt-and-post-cart days.

After some refreshment, the traveller may be inclined to push still further up the river which is even more picturesque, or to stroll to the top of the hill and scan the sharp curves and timbered covering of the sun-lit land, and trace the sinuous course of the river from its issue as a silvery streak to the broad reflective waters at the Drift. Some may prefer to break the journey one way to fish or shoot, and capital sport is promised; others may devote their eyes and ears exclusively to nature and her harmonious parts—the hills and valleys; precipitous forests and blossoming dells; frowning rocks and cultivated ground; jubilant tree birds and swift-winged water fowl; butterflies flitting from reed to flower; the shrill tremolo of the cicadas; the rhythmic splash of the oar; the swish of the tiny tree-sequestered waterfall near the Drift; even the rude hives of the Indian—all these, together with the blue untathomable heavens, compose a picture-song singularly rich, beautiful, and real.

Before departing from Umkomaas, with its numerous charms, it should be added that the rising and setting of the sun are oft-times magnificent, the latter frequently recalling



ON THE UMKOMAAS

the elegant lines of the talented wife of the poet Southey :

“ Majestically slow
The sun goes down in glory—
Wave above, wave below,
Orange and green, and gold,
Russet and crimson—
Like an embroidered zone, ancestral wood-
Close round on all sides
Those again begirt
In wavy undulations of all hues
To the horizon's verge by the deep forest.”



CHAPTER IV.
FROM LOWER UMKOMAAS TO ALEXANDRA JUNCTION,
AND THE UMZINTO BRANCH.

*"When up some woodland dale we catch
The many-twinkling smile of ocean,
Or with pleased ear bewildered watch
His chime of restless motion;
Still as the surging waves retire
They seem to gasp with strong desire,
Such signs of love old Ocean gives,
We cannot choose but think he lives."*

KEBLE.

THE line-side scenery beyond Umkomaas, and extending for forty-six miles to North Shepstone, is incomparably beautiful. It is, admittedly, the loveliest railway ride in Africa.

Now we skirt the fringe of the seashore, rock-paved, and utterly deserted; the scene is changed, we pierce the sun-illuminated avenues of primeval bush, and hear the softened murmuring of the ocean; creeper-trellised bowers appear for a moment and are lost: forests of the tall and tattered banana, and huge plummy palm-trees succeed the traceries of plants and blooms: a startled buck bounds swiftly to cover: a school of monkeys are heard chattering together, and a long-tailed bird forges with difficulty through the air. Again the aspect changes to the broad, white sands. Looking towards the horizon, a double-lunnelled steamer is descried, seemingly motionless, and over head a sea-bird sails in graceful undulations towards it. In a little while green bluffs curtain the view, then broad park-like lands are passed, whose gentle slopes are laid with short, elastic grass, decorated by English-looking shrubs, until the spiky dwarf palm and its kind recur, recalling the tropical.

So on and on we travel, crossing numerous rivers, narrow and wide, open and lagooned, through scenes of unsurpassed exquisiteness.



RAILWAY BRIDGE, SOUTH COAST LINE



Having in anticipation sketched the scenic parts of the route to the terminus of the South Coast line, we will explain the further Stations, Stopping-Places, and points of particular note as they are approached.

Between Umkomaas and the following Station, Park Rynie, there are four Stopping-Places, namely: **Widenham, Clansthal, Crook's Siding, and Scotsburg.** The first two Sidings are without special interest, but shortly after passing Clansthal, **GREEN POINT**, with its barrel-topped pyramidal beacon, will be seen, while another beacon surmounted by a triangle will be espied on the hill behind, to the right of the train. These beacons, which can be seen in clear weather for over ten miles at sea, point in the direction of the Aliwal shoal, a treacherous, submerged reef about two and a half miles from the shore.

CROOK'S SIDING is amidst a sugar-verdured country, and the prettily-situated mill seen in the right hand distance when crossing the lagoon of the Umpambanyoni, makes an effective break in the landscape.

SCOTTSBURG has been founded near the mouth of this river. It is the principal fishing ground on the Natal Coast, and the industrious fishermen may be observed packing their catch, or making ready again for sea.

The Scotsburg lighthouse, on the hill to the right, is 23 feet high, and is the southern of the two lights which mark the vicinity of the dangerous shoal already mentioned, the northern light being exhibited from a similar lighthouse about five miles distant.

There are several cottages and an hotel at Scotsburg, and a good number of visitors seek its healthy seclusion during the year.

PARK RYNIE, by the sea, is noted for its salubrity and the English charm of scenery.

The beautiful park lands, which command an unobscured view of the sea, are now being opened up for building purposes, and before long, another enticing seaside hamlet, with a commodious hotel, should be in evidence. There

are easy and agreeable walks around, and a good road leads to Umzinto, about six miles distant, passing a race-course of some local repute. Two miles south of Park Rynie, and on the left hand side of the railway line, a fine reddish granite is being worked.



LAGOON, ALEXANDRA JUNCTION



ON THE
UMZINTO BRANCH

ALEXANDRA JUNCTION		is a station on the lagoon of the Umzinto River, at the joining of the Umzinto Branch. The environment is exceedingly choice, and a lovely view is gathered from the hill behind the station, where an hotel is seen. Similar outdoor enjoyments are obtainable here as at other resorts along the coast, and the provision of a few beach cottages would do much to popularise the place. A Railway refreshment-room will be found on the station platform, and travellers are allowed the usual twenty minutes for meals.
Altitude	31 feet	
Distance	14½ miles	
FARES		
1st Single, 11 3.	Return, 16 11.	
2nd .. 7 6.	.. 11 3.	

THE UMZINTO BRANCH.

The scenery along this little branch is superb, and would alone warrant a visit to Umzinto. One may easily imagine himself transported for the moment to some romantic part of Wales. The railway runs through a long, densely-wooded valley, through which the river Umzinto meanders, now silently, as it glides by tall, rustling reeds and curtseying sugar-cane, now noisily as it rushes foaming down its rocky bed. Side-vales retreat at sudden intervals from the greater valley, which is indeed

" . . . One vast mass
Of mingling shade, whose magnificence
Narrow vales embosom "

Broad ferns, brilliantly-coloured flowers, and blossoming trees form continuous decoration, while hills are piled on hills revealing the presence of many-hued granite. The line follows the winding river for several miles, and some very heavy cuttings have had to be blasted. The only station on the Branch, although there are several sidings tapping the sugar-cane fields, is



SUGAR MILL, ESPERANZA

ESPERANZA, hollow-set and surrounded by high hills, mostly sugar-bearing. The extensive Sugar-mill and Distillery of the Esperanza Estate is here. It comprises some 15,000 acres, and gives employment to over 1,000 Indians. The prolific Equefa district contributes a large quantity of the cane.

<i>Latitude</i>		170 feet
<i>Distance</i>		50 miles
FARES		
1st Single, 12 6.	Return, 18 9.	
2nd " 8 4.	" 12 6.	

The neighbouring country is greatly contorted, and the singular formation would point to the undoubted existence of metals, both gold and copper. The Umzinto district has received some attention from prospectors, and gold has been found at Dumisa, on the Highflats Road; alluvial pockets have also been discovered in the Equefa Valley, but no efforts of any magnitude have been made to test the actual worth of the findings.



UMZINTO CHURCH

UMZINTO is a large-sized, pretty, healthy village, 400 feet above the sea, in the vicinity of some of the finest sugar-land in the Colony. The hilly approach to the main portion of the townlet is picturesque, and the Public Hall and adjoining tennis courts and recreation grounds passed on the way, are very pleasantly

Altitude	-	-	276 feet
Distance	-	-	51 miles
FARES:			
1st Single,	13/-	Return,	19/6.
2nd "	8/8.	"	13/-

situated. Umzinto is the seat of magistracy for the division, and possesses such useful and necessary buildings as a Magistrate's Court, Post and Telegraph Offices, Police Barracks, Volunteer Drill Hall, Armoury (this being the headquarters of the Border Mounted Rifles), Government School, Church of the Province of South Africa, and a Hospital. There are several mills, wagon-builders and blacksmiths' establishments, four hotels, and a good few stores. The population consists of about 500 Europeans and a large number of Indians. The latter have their own schools and hospital. There is a Roman Catholic Mission in the neighbourhood. Besides the staple sugar, mealies, tea, tobacco, and fruit are important productions.

Umzinto is $6\frac{1}{2}$ miles from the South Coast Line at Alexandra Junction, and the Branch train makes connection with the several passenger trains to and from Durban.



BRIDGE OVER THE UMZUMI

CHAPTER V.

FROM ALEXANDRA JUNCTION TO PORT SHEPSTONE.

RETURNING to the South Coast Line. Between Alexandra Junction and Umtwalumi, the next station, the Stopping Places of Pennington, Isezela, and Ifafa are located. Ifafa is the best known of the three, and is one of the latest recruits to the health and holiday-resorts on this coast. The estuary of the river of that name is a striking sheet of water, and the general attractions are in no way inferior to those at other points, the only drawback being that at the time of writing there was no hotel in the vicinity.



UMTVALUMI RIVER AND RAILWAY BRIDGE

Altitude	PP
10140 ft	10140 ft
FARES	
1st Single, 11	Return, 21
2nd " 9 1	" 11

UMTVALUMI is becoming a worthy rival of the other watering places. Somewhat simi-

lar to Umkomaas, with a good expanse of beach, a broad river, splendid inland scenery, and all the pleasures derivable therefrom, it deserves its increasing popularity. The present cottage accommodation on the beach is inadequate, and doubtless an hotel will be erected ere long. **Umdlungwa** is the succeeding Stopping Place, and

UMZUMBI is the next station, and the last one before Shepstone is reached, and unless there be passengers to join or alight at the two intermediate Stopping Places, **Melville** and **Umtentweni**, the train is given a clear run to that Port.

Before discussing Port Shepstone, a few observations anent

Altitude	Distance	FARES	IN feet
			67 1/2 miles
1st	U. 16 9	Return 21 2	
2nd	" 11 2	" 16 9	



SOUTH COAST LINE

the railway and the country through which it passes may prove not uninteresting. The final section of the line from Umtwalumi to North Shepstone was opened amidst much local jubilation, by His Excellency the Governor, Sir Henry McCallum, in July, 1901. The engineering difficulties in the construction of the line will have been appreciated, the chief of which was the crossing of the abnormal number of rivers and lagoons. Between Park Rynie and the present terminus ($36\frac{1}{2}$ miles) there are twenty-two rivers, involving no fewer than 5,730 feet of bridging. The two longest bridges are those over the Ifafa and Umtwalumi, 720 and 630 feet long respectively. It is manifest, therefore, not only from this fact, but from the fresh and exuberant appearance of the country throughout, that the natural irrigation of the land is exceptional, and with the railway advantages now existent, immense encouragement will be given, not only to the agricultural and general farming spheres of labour, but also to the proving and development of minerals, granite, marble, and other rich deposits in this section of the Colony, which operations, with a few exceptions, have hitherto been neglected.



PORT SHEPSTONE

PORT SHEPSTONE is situated at the mouth of the river Umzinkulu, and was created a full fiscal port in 1893. It is the magisterial centre of the Division of Lower Umzinkulu, extending from Umzumbi River on the North, to the Umtamvuna on the South, an area of about sixty miles in length, by twenty-five in breadth.

Altitude	200 feet
Distance	77 miles
FARES:	
1st Single, 19/3.	Return, 28/11.
2nd .. 12/10	.. 19/3.

The settlement was pioneered in 1877, and is named after one of Natal's ablest and most honoured colonists, the late Sir Theophilus Shepstone. The railway terminates on the north bank of the estuary, and the village, which is established upon a ridge of hills on the south side, is gained by the Government punt or ferry-boat. Train passengers are taken over free of charge, but other persons, animals, and goods are crossed according to tariff. When the suggested further extension of the railway is effected, the estuary will be bridged about three-quarters of a mile from the sea. The line will then run at the base of the hills on the South side, and round the promontory upon which Signal Station stands, the Railway Station being transferred to this point.

Unfortunately, the River Umzinkulu is choked at the mouth by a sand-spit, and the open channel to the sea at the time of writing was very narrow, with an average



PORT SHEPSTONE,
LOOKING UP THE RIVER

depth of from 4 feet 6 inches, to 5 feet 3 inches. However, the condition of the harbour is being rapidly improved under the energetic direction of the Government. A considerable sum of money has already been spent in building a new training wall, with the object of securing a much wider entrance, to be maintained sufficiently deep by dredging, assisted by the scour of the river, to admit the safe entrance of bigger vessels. When this is possible, and other contemplated wharf improvements are carried out, Shepstone will rank high amongst the ports on the south-east coast. There is, unquestionably, a future in store for this place, as, apart from its commercial value as a port, it is destined to become the foremost marine health and pleasure resort



ON THE UMZINKULU, PORT SHEPSTONE

in the Colony. The possibilities are obvious. The better harbour would permit travellers on pleasure or on business bent, to land or embark here at any time of the year; circular trips could be arranged, giving the passenger the benefit of the equally enjoyable journey by land or sea; launches could be placed on the beautiful river, which even now is accessible to this class of boat for some eight miles; and in numerous ways the natural advantages of Port Shepstone could be more pleasurably and profitably employed.

A few notes may be given as to the trade of the Port. The district is very fertile, and splendidly suited for the cultivation of sugar, tea, maize, and the various tropical fruits. The Umzimkulu Sugar Estate and the Barrow Green Tea Estate, situated a little distance up the river, are noted for the excellence of their respective productions. Lime, cement and marble are also important items, and the railway facilities should increase the outputs very considerably. The fibre industry is being re-experimented with, and good



ST. HELEN'S ROCK, UMZIMKULU RIVER, PORT SHEPSTONE

results are anticipated. In addition to the foregoing, wool, hides, horns, farm-produce, and wagon-wood are larger traffics. Shepstone also boasts a prolific fishing ground.

THE VILLAGE OF SHEPSTONE AND ENVIRONS: Glancing across the river, and sweeping the gaze over the southern ridge, which rise slow and unwooded at the sea, and ascends to lofty forest-hills, seamed by sombre vales, little can be seen of the village. It nestles on the foliaged summit of the eminence, above the square-towered Custom House. Turning to the north side, which is somewhat similarly fashioned, but few dwellings can be perceived, although the Government lands sold as building sites—one of the blessings resulting from the railway—will doubtless soon be occupied. The broad and beautiful river divides the settlement, and the sea confines it on the east.

Although Shepstone contains all the buildings and residences incidental to a magistracy and township, it is meagre in size for a watering-place and port, but, with the building operations now proceeding, a little while should see it equipped with the requisite accommodation for a large influx of visitors, besides the many settlers who are sure to be attracted hither. To the enterprising there are splendid opportunities at Shepstone with its unique and altogether ideal situation. In no other part of Natal has Nature triumphed in her scenic skill as here.

Coming to the individual attractions of Port Shepstone, the finest is, of course, its regal river, which is navigable to the first of the three rapids, a distance of about eight miles from the mouth. Ordinary row-boats can proceed two miles beyond, and flat-bottomed ones even another five miles. So many have descanted upon the glories of this replica of the Rhine-like Dart of Devon, that the bare features need only be given here. The first two and a half miles of the river are straight, and maintain a width of a hundred and sixty yards; six miles further on to St. Helen's Rock and the first rapids, an average width of one hundred and twelve yards is secured. The stream then narrows to about one hundred yards. The sea affects the river for twelve miles, and turtle, salmon, and iguanas are common sport therein. The first object to claim attention is the unfordable drift. Punt and ferry-boats are seen in use connecting the main road from Durban to the Cape Colony. Just beyond the drift, on the high hills to the right, the Barrow Green Tea Estate is situated, and a mile or so further down, on the left bank of the river, the Umzimkulu Sugar Mill will be observed. The closely-packed thatched huts, built on a slope, shelter some 250 of the coolies attached to the latter estate. About eight miles from the mouth, and in the vicinity of the aloe (fibre) plantations, and the celebrated St. Helen's Rock, the first rapids are encountered. Small vessels drawing 5 feet 6 inches of water can run thus far. In order to visit the majestic precipice, which conceals a deep cave, or to push up the river to the Marble Quarries, the launch must be exchanged for the row-boat. The first and second rapids are in close proximity to one another, but the third are some distance higher up, and occasionally impassable. The question of diverting the stream at this point is now receiving the consideration of the Government. Just beyond the last rapids, the pretty Umzimkulwana is received into the main stream. Alighting at the point where a shed will be noticed, and following the tram-line up the grand valley of the Umzimkulwana a matter of a mile, the visitor will reach the lime-kilns of the Marble Delta Company. The extent of the white dazzling crystalline rock, which is burned to produce this article, seems unending. Both the lime and the cement—made by admixing the river mud—are said to be equal to the Home productions. By continuing down the valley, about a mile and a half beyond the Limeworks, the lovely retreat called the "Grotto" will be found.

Returning to the Umzimkulu, and proceeding towards the next bend in the river, the pathway which leads to the famous Marble Quarries will be discovered on the left bank. These well merit a visit, and "to ramble through Nature's Marble Halls and revel in beauty primeval," is indeed luxurious. The deposits are over thirty square miles in extent, and in some parts over a thousand feet thick. The marble varies in colour from red to white, and great results are expected when quarrying commences in earnest.

The Marble quarries generally terminate the river tour, but as already mentioned, the stream is still navigable for several miles further. Good sport in bush-buck, deer and game is possible in the season, while leopards may occasionally be found in the forests. Apart, however, from this inducement, the scenery is of such thrilling loveliness that it would amply repay a deeper penetration into the wilds of Natal, where

"The hush of human life
 Lets the low voice be heard—
 The low, sweet, solemn voice
 Of the deep woods,
 Its mystical murmuring
 Now swelling into choral harmony

Rich, full, exultant;
 In tremulous whispers next,
 Sinking away
 A spiritual undertone,
 Till the cooing of the wood pigeon
 Is heard alone."



MARBLE QUARRIES, PORT SHEPSTONE

Of the other attractions at Port Shepstone, besides boating, bathing, fishing, and shooting may be cited the charming bridle paths and roads by river and sea—and in land too—and especially the one along the bank of the river as far as the drift. Then there are the beach-rocks, about a mile from the railway station, to be visited, for they recall shuddering memories of the barbaric days of the Zulu Kings. Anyone will point out the "Place of Death," or "Devil's Hole," as it is called, where the sable monarchs of old were wont to wreak so terrible a vengeance upon their unhappy victims. A hole, satanical enough in all conscience, apart from its once diabolical association—black, narrow, deep, perfectly smooth, with an opening at each end admitting the terrific rise and fall of the boiling sea. Into this the wretched culprits were dropped and left to a helpless and inhuman battering to death by the incessant rush and recoil of the maddened waters—a more ghastly mode of execution impossible to conceive.

MARBURG must not be forgotten. It is a small Norwegian farming-settlement three miles away, and affords an interesting walk.

Shepstone, the most English-like of Natal's resorts, and situated in an atmosphere particularly bracing, and most delightfully equable, has fascinations for one and all, whether health-seeker, pleasure-seeker, artist, scientist, sportsman, business man, planter or farmer, and its prosperity should be writ large before many years.

CHAPTER VI.

VIA PORT SHEPSTONE TO HARDING : THROUGH ALFRED COUNTY.

THE further extension of the South Coast Branch into the neighbouring county of Alfred has been surveyed. The course it will probably take, when authorised, is to keep to the Coast a little distance beyond Port Shepstone, then cut through the heart of the County, passing near Harding, and terminating on the border at a point which will enable the best connection to be made with the suggested Cape Line from Kokstad, the capital of East Griqualand, whereby a shorter route between Natal and the sister Colony would be available.

Alfred County is eminently favourable, near the Coast, for the cultivation of the same commodities as the Alexandra County—sugar, tea, tobacco, maize, fruits, and fibrous plants; and the richness of the inner pasture land is admirable for dairy farming and stock, while oats and forage would yield good crops. The advent of the railway will greatly promote the farming and industrial activities in this resourceful, but as yet, unawakened shire.

Harding, the capital of Alfred County, has but a small population and few buildings. Stock farming is the principal vocation. In the vicinity of the Ingeli Mountains, which divide Alfred County from Griqualand East, large quantities of graphite have been found, and the workings have proved three parts carbon. Some of the finest timber forests in the Colony are also situated in that locality.

The present access to Harding is by post-cart. A daily service runs from Richmond, seventy-two miles, fare 50s., and a tri-weekly service (Tuesdays, Thursdays and Saturdays) from Port Shepstone, 58 miles, fare 30s.

Before quitting this southernmost division of the Colony, it might be stated that the Umtamvuna River, the boundary line between Natal and Pondoland is a very beautiful stream, and of striking similitude to the Umzinkulu.



"PLACE OF DEATH," PORT SHEPSTONE

PART SEVEN.

OTHER BRANCH LINES OF
RAILWAY AND POST CART SERVICE
TO BULWER.



INDIANS CROSSING A DRIFT

PART SEVEN.

CHAPTER I.

THE RICHMOND BRANCH AND BEYOND.

THE Richmond Branch was opened in December, 1897, and is 17 miles in length. It shoots from the trunk line at a point just south of Thornville Junction. Its passenger service is two trains each way per diem.

NEL'S RUST is the initial station. Its traffic is principally in dairy produce, a considerable quantity of the milk and cream consumed in the Colony emanating from this district. Wattle-growing is also largely indulged in. The most extensive acreage employed in these pursuits is undoubtedly that

Altitude	-	-	2,710 feet
Distance	-	-	63½ miles
FARES:			
1st Single,	16/-	Return,	24 -
2nd	10/8.	"	16 -

owned by Mr. Joseph Baynes, C.M.G., M.L.A., a gentleman noted for his scientific farming and progressiveness. One of his beneficial ventures is the well-known creamery, which



KAFIR MILKING

was started shortly after the opening of the branch. It is prettily situated a little beyond the station, and a glimpse may be caught of its red stone gable, over-topping the trees on the offside of the train.



DAIRY, NLL'S RUST

Beyond Nel's Rust, the irregularity of the country is more pronounced, but there is little to entertain the eye, except a farmstead here and there, a clump of trees, a few cattle, or a casual kafir kraal.

ARNOLD'S HILL is the second point of call, and, when necessary, **Green Hill** and **Durban Road** the following ones. These wayside places serve the farms in their respective vicinities.

From the last-named siding the train has an uninterrupted run through more agreeable scenery to the terminus of the Branch, and, before a curve is made into the busy little station, we obtain a comprehensive view of the village.

RICHMOND, on the Illovo, has a population of about 500 all told, and, like its more aristocratic and historic namesake on the Thames, is picturesquely pretty. In its formation it is similar to the generality of South African towns, and is presided over by a tall peaked hill, called the "One o'clock," which

Altitude	-	-	2,817 feet
Distance	-	-	76 $\frac{3}{4}$ miles
FARES:			
1st Single,	19/3.	Return,	28/11.
2nd "	12/10.	"	19/3.



RICHMOND

rises rather abruptly at the north end of the village. From this eminence, or from that of its neighbour, "Byrne," espied a little to the left, a good view of the country is secured.

The main street leads through the centre of the village, and a walk along this tidy thoroughfare reminds one exceedingly of the Homeland. The neat, tile-roofed houses set amid a wealth of flowers; the bewitching arches of clustering eglantine and rose; the weather-beaten church with the vicarage ensconced in the leafiest corner of the village; and the willow-bowered grist mill by the river, conjure sweet visions of a far-distant scene.

With public and other buildings the townlet is plentifully stocked. There are three churches, a commodious double-storeyed hotel, Government School, Post Office, Agricultural and Masonic Halls, and miscellaneous Stores. It is not lacking either in Social and Industrial Institutions and the like, possessing Agricultural, Literary, and Glee Societies; Rifle and Farmers' Associations; Cricket, Tennis, and Croquet Clubs, as well as a good Library.



ALOES

The water supply is a prominent feature. This is secured by gravitation from a copious spring in one of the hills, and is conserved in covered reservoirs. It is "laid on" to every house, and is remarkable for its coolness, even on the hottest days.

The village is very healthy and eminently suited both as a recuperative and a pleasure place. Its convenient train service also places it

within easy reach as a week-end resort.

So far as its trade and farming facilities are concerned, Richmond is of consequence. It is the centre of a large and flourishing agricultural and pastoral district, in which black wattles and blue gums are also cultivated. It serves the Ixopo and Harding divisions, as well as Kokstad and other thriving localities in Griqualand East, and Pondoland. A glance at the extent of the area represented will give a good idea of the large volume of trade in various products, live stock, wool, wood, bark, and other commodities, that is of necessity drawn to Richmond as the nearest point affording rail access to the Colony's own commercial emporia, and those beyond the seas. How long this place is destined to be the



NATIVE HUTS

hand maiden of the important agricultural and other industries in the district named, is at this period difficult to accurately determine. Suggestions have been made for the continuation of the railway beyond Richmond in the direction of Griqualand East, but nothing definite has been decided.

The new route to the Cape Colony, which it was anticipated would be prolonged from Richmond, will bifurcate from the Natal trunk line at Maritzburg, passing through a new and prolific country to Riverside, on the Griqualand (C.C.) border. Branches to tap the Impendhla, Underberg, and Ixopo districts have also been surveyed.

Reference should be made to the once flourishing bacon-curing industry. Owing to a series of misfortunes, commencing with the rinderpest and ending with the prohibitive prices of mealies, this had to be abandoned, but there are still hopes that the languishing "Chicago of Natal" may even yet deserve its former designation.

For the information of persons requiring to reach the under-dealt-with districts, as well as Umzimkulu, Kokstad, and other places, it should be stated that the post-cart meets the incoming train at Richmond station every week day, and leaves about 10 o'clock a.m. The post cart fare to Umzimkulu (44 miles) is 30s., and to Kokstad (109 miles) 70s.

BY POST-CART FROM RICHMOND.

STUARTSTOWN (IXOPO) is at present only in road communication with the principal centres of the Colony, and lies about 30 miles to the south-west of Richmond. Pending the establishment of rail connection, the journey is accomplished by post-cart from the latter station. The fare is 20s.

Stuartstown, being the seat of magistracy for the division, is naturally the most influential village, having a population of 300, accommodated by several stores, butcheries, hotel, and trades; possessing also various societies, and athletic clubs. There are a number of erections, including a church, school, and hospital. The climate is very fine, though somewhat subject to extremes of heat and cold. The division is splendidly adapted for stock, as well as agriculture and wattle-growing, is well watered, and provides good shooting and fishing in the rivers Umzimkulu and Umkomaas.

DRONK VLEI is an agricultural settlement in the above vicinity, comprising over 30,000 acres. It is a good grain-growing locality, and all the government allotments have been taken up. Although not far removed from Bulwer in the Polela district, the Richmond route is more generally used.

The main line of the Natal-Cape Extension Railway will pass through Dronk Vlei.

HARDING is the capital of Alfred County, and is described on page 198. The post-cart service from Richmond to Harding (72 miles) is a daily one, fare 50s., and from Port Shepstone (58 miles) tri-weekly—Tuesdays, Thursdays, and Saturdays—fare 30s.

CHAPTER II.

THE GREYTOWN BRANCH AND BEYOND.

THE junction station of the Greytown Branch is Pietermaritzburg. The line was completed in July, 1900. It is $64\frac{3}{4}$ miles in length and is provided with nine stations and six stopping places. Two passenger trains to and from Greytown connect daily with the important up and down main line trains.

Swinging sharply to the right after clearing the Maritzburg station, the Branch train runs round the outermost limits of the city at the base of the Zwaartkop Range, past

the Electric Lighting Works, Locomotive Engine Sheds, the large recreation grounds, and the Suburban Station of Victoria Road, crosses several streets, and the luxuriantly willow-fringed Dorp Spruit, then scales the opposing hills, and leaves the capital behind. The country through which the line trails is just as eccentric information as other portions of the midlands, but more delightfully fresh and placid. It is a farmer's land, fruitful and fair. Stock and ostriches, maize, potatoes, onions, and English and tropical fruits, thrive well in various parts of the extensive district; dairying is another large employment, while the many forests of black wattle bespeak the adaptability of the soil and the importance of this industry.

VICTORIA ROAD is the opening station. Opposite is the Agricultural Show ground;

Altitude		2070 feet
Distance		73 miles
	FARES	
1st Single, 18 6.	Return	27 9
2nd .. 12 1.	..	18 6

on an eminence behind is the "Red House"—the Lunatic Asylum; to the left of this is the main wagon road over the Town Hill; to the right is the pretty Chase Valley, and stretching from end to end are the heavily-timbered

slopes of Maritzburg's Berea-to-be. Many citizens have already built charming villas thereupon, and others are following their commendable example.

A fine view of the City and its spacious outer-lands and Parks is secured between Victoria Station and the next Stopping Place. **Mountain Rise.**

BELFORT is a pleasantly situated little station, three miles distant from the last-named

Altitude		2668 feet
Distance		78 miles
	FARES	
1st Single, 34 9.	Return	29 8
2nd .. 23 2.	..	19 9.

place. Beyond Belfort, and before gaining Otto's Bluff, a unique piece of railway is travelled over in order to surmount the awkward country, the line being of balloon shape.



ALBERT FALLS, UMGENI RIVER

Altitude	-	-	2,402 feet
Distance	-	-	81 miles
FARES:			
1st Single,	21 3.	Return,	31/11.
2nd ..	14 2.	..	21 3.

OTTO'S BLUFF takes its name from the abrupt head-like hill opposite the station—a reduced replica of the famous Isandhlwana, in Zululand.

ALBERT FALLS is the succeeding station, and is one of the best inland pleasure resorts in Natal. It is only possible to devote a little space to its attractions, but the visitor may be sure of passing an exceedingly agreeable time, both in summer and in winter, while as a week-end retreat it cannot be surpassed. Besides the beautiful broad falls, a few hundred yards from the station, there are long stretches of boatable water, good fishing, etc.

The country is hilly and chiefly pastoral, and the noble Kar Kloof Range, with its dense virginal forests, gives a striking and artistic finish to the landscape. As regards the climate, it is invigorating and everything that could be desired. It might be mentioned that there are two comfortable hotels at Albert.

Pushing on to New Hanover, the view is most picturesque. Wattle woods abound, for this profitable industry, with its three-fold return of bark, mine props, and firewood, is quite a feature of the Branch.

The Stopping Places of **Cramond** and **Impolweni** (for **York**) are afterwards passed.

NEW HANOVER village lies in a hollow some little distance from the Station. This is a prosperous farming district. Coal has been found on a farm a few miles off (near York), and is now being tested. Wagon-building and wattle-grinding are carried on, but beyond these there are no other industries. Game

is plentiful in the Blinkwater Bush, and the Sterk Spruit, a quarter of a mile from the Station, is a favourite haunt of anglers, but it is necessary to obtain permission from the landowners to either shoot or fish.

NOODSBERG ROAD, the following Station, serves the settlement of Noodsberg.

Altitude	-	-	2,626 feet
Distance	-	-	104 miles
FARES:			
1st Single,	26/3.	Return,	39/5.
2nd ..	17 6.	..	26/3.

In the post-cart days it was the half-way house to Greytown. The locality has no particular pretensions beyond its poultry farming, and we run direct to

DALTON. At the present time this is one of the most productive Stations on the Branch. Mealies, wattle-bark, and timber form big traffics, and fruits (oranges, lemons, etc.) and vegetables are also grown in large quantities. The community around is, to a very great extent, composed of Germans of long and friendly standing in the Colony. It is very patent that

the railway has rapidly proved its desideratum in encouraging more extensive operations, not only in this neighbourhood, but generally in every branch of farming along the line.

Dalton has a good brick hotel, and every accommodation will be found here by tourists; but although the climate is bracing, the attractions are rather scanty, and prohibitively far away. The "Edwards" Falls, however, some seven or eight miles off, are deserving of remark. They are slightly broken at the head, then plunge sheer some 150 feet. Horses and conveyances can be hired at the hotel, should picnic parties or other visitors desire to visit this spot.



Dalton is the nearest station to the Noodsberg Mountains, which attain a height of between three and four thousand feet. **Ravensworth** and **Harden Heights** are Stopping Places which occur before the next station is reached. The surroundings and productions are similar to other portions of the Branch.

SEVEN OAKS is the prettiest and most invigorating altitude on the Branch. On

Altitude	5655 feet
Distance	127 1/2 miles
FARES	
1st Single, 30 6.	Return, 15 9.
2nd .. 20 4.	.. 30 6.

the left of the station is the magnificent Blinkwater Hill. It is in this vicinity that large deposits of coal have been found.

Looking in the same direction, numbers of hartebeest may often be espied. They are large and splendid creatures, but, being jealously preserved, it is very difficult to obtain a specimen. The herd, which numbers some 800, is the largest in the Colony.

On the right of the Station is a lovely morsel of country, and an hotel will be seen amidst the oak and wattle trees. About four miles along the main wagon road will be found the Umvoti River, the divider of Pietermaritzburg and Umvoti Counties. This stream attracts picnic and fishing parties, both from Seven Oaks and Greytown.

The locality is so singularly verdant and peaceful that one can readily imagine he scans the rich rolling fields of Somerset or Devon. For the already recited reasons, it will be surprising if the place remains long unknown, as it has the making of an excellent health resort.

Hermansburg Road intermediate between Seven Oaks and the terminal station of the Branch, is the Stopping Place for the German settlement of that name. It is famed for its school, tannery, and plantations of fruit trees.

GREYTOWN is the capital of Umvoti County, and among the oldest towns in Natal.

Altitude	-	3 116 feet
Distance	-	135½ miles
FARES		
1st Single,	34 -	Return, 51 -
2nd ..	22 8.	.. 34 -

The population numbers 800 Europeans and about 600 coloured people. The valuation of the township property at the last assessment was £141,326.

The following is a short sketch of the town: In fashion, strictly Dutch set out on a slope, exceptionally pretty, gum, oak, and fir trees lining the red soil roads. A long steep hill bounds the lower end of the town. The houses are nearly all of brick. Water runs in sluits at the sides of the streets, but this ancient mode is giving place to the modern "pipe" system.

There are three churches,—Dutch Reformed, St. James's Episcopalian, and Wesleyan. Also three hotels,—“Commercial,” “Greytown,” and “Plough.”

The town has a commonage of some 10,000 acres, which is a great boon to the inhabitants for cattle-grazing purposes.

The Public Buildings are all near the Market Square. The offices of the Local Board are the most striking, being distinguished by a tower and a “Diamond Jubilee” clock. The construction of a capacious public hall is under consideration. Then there are the Court House, Post and Telegraph Offices, and the Gaol.

There is a good Government School, a Huguenot Seminary, particularly noted for its advanced education and thorough training for young ladies, several other educational establishments, Agricultural and Masonic Halls, Public Reading Room and Subscription Library, and all kinds of Clubs and Associations—athletic and otherwise.

The Barracks of the Natal Mounted Police are perched conspicuously on a hill outside the town.

Greytown is undoubtedly advancing. Building is in active progress, the bricks being



KAFIR KRAAL AND CATTLE

supplied from the several fields in the vicinity. Stone is being won from the near hillside quarries, and is reckoned as good as any in the Colony. The



neighbourhood is well known to be rich in coal deposits. Iron ore, too, has been found, tested, and given excellent results, but developments are at present uncertain.

The climate is particularly exhilarating, and cool in summer, therefore Greytown has substantial claims as a holiday resort.

It has also some historic associations. It was the birth place of the late Commandant-General Piet Joubert, and his successor, General Louis Botha, resided in the town for several years.

So far as the productions of the locality beyond are concerned, they are considerable in quantity and various in nature. The County is adaptable in an eminent degree to all agricultural and pasturing occupations, while its stock, especially, is perhaps the best conditioned and most prolific in the Colony. English fruits, too, are grown in great abundance. The wattle cultivation has increased to a large extent, and adds greatly to the beauty of the country. Tobacco of fine quality is another large growth.

Greytown, since the adoption of local Government, has come wonderfully to the front; the valuation has increased nearly fifty per cent., and the population has practically doubled.

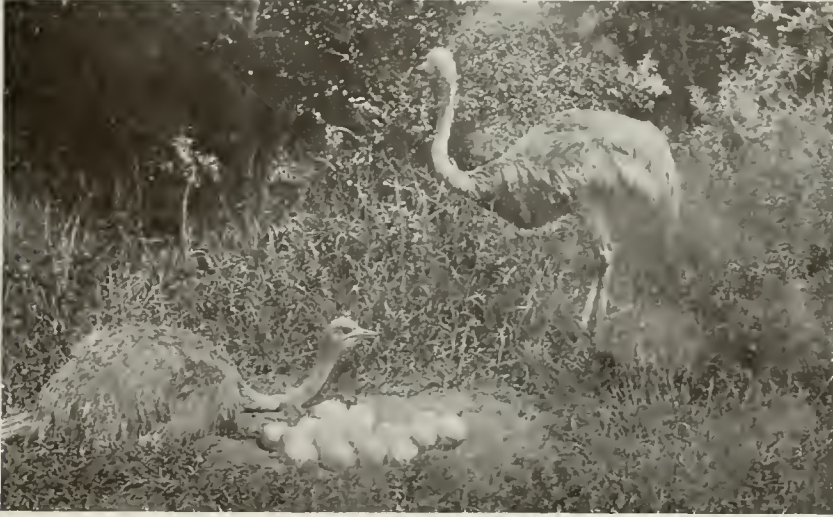
Since the opening of the Railway in July, 1900, a great impetus has been given to the building trade in the town, and the farmers are taking eager advantage of the Railway to send their various products to Maritzburg and other markets.

BEYOND GREYTOWN.

There are a number of settlements of interest and importance beyond Greytown, to which the locomotive has not yet penetrated. To the west is REIT VLEI ; to the east are THE THORNS and KRANTZ KOP in the Tugela Valley ; and to the North are the UMSINGA GOLDFIELDS and the BATTLE-NOTED DRIFTS OF ZULULAND. These are severally described below :

REIT VLEI is distant about twenty miles, and lies between Greytown and Mooi River. The latter station is the one principally used, and a post-cart runs therefrom twice weekly. Some of the best stocked farms in the Colony are in this vicinity.

THE UMOVOTI THORNS represent a thickly wooded tract of country 15 miles out of Greytown. They cover an immense area.



OSTRICHES AND EGGS, NATAL

J. E. Middlebrook

KRANTZ-KOP lies just beyond the latter, and is about 23 miles from Greytown, with which it is connected by telephone. It is the seat of magistracy, and consequently is possessed of a Court House, Gaol, Police Barracks, and Post and Telegraph Offices. A good hotel is also there. A tri-weekly post-cart service will probably be established shortly.

Both the "Thorns" and Krantz Kop are excellent farming districts, and the agricultural implements that have lately been imported speak well of the progressiveness and increased activity of the farmers. The thorn-veld is well adapted for ostrich-rearing, and large numbers of these valuable birds are to be found in the neighbourhood. The big growth of onions in the "Thorns" is also a noteworthy feature, whilst lime-burning is another business which is engaging attention, and should eventually prove a profitable industry.

In the matter of communication with the above places, there is as yet no recognised public service, but horses and conveyances can be hired in Greytown. The journey to the "Thorns" occupies about two hours, and to Krantz Kop four hours. It is worthy of remembrance that around Krantz Kop, and in the Tugela Valley, the grandeur of the mountain, woodland, and river scenery is almost unrivalled.

THE UMSINGA GOLDFIELDS, 40 miles away, are best accessible *via* Greytown. They are situated at the junction of the Buffalo and Tugela Rivers, and can also be reached from Dundee or Waschbank. Horses and other means of transport can be hired. In the matter of the gold-mining operations, there has been no startling development within the last few years, but the mines maintain a steady output. In this locality rich deposits of gypsum have also been discovered. Umsinga is in telephonic communication with Greytown.

There may be those who would wish to explore the TUGELA VALLEY from Krantz Kop to Umsinga, and it will be an advantage to know that guides are obtainable at a reasonable fee on application to the Magistrate at Greytown. As previously stated, horses can be hired in the town.

Artists, photographers, scientists, prospectors, sportsmen, students of native customs, and others, would derive much enjoyment from this expedition, and the following excerpt from the "Colony of Natal," may usefully be given :

"Passing up the river a succession of noble mountain ranges is viewed. Queer and fantastic shaped hills, some in the form of tents, others like ancient feudal castles, appear through the forest glades. The Tugela, broad and powerful, lashes in wild waves over its bed of boulders, some of which are round as cannon balls, and weigh many tons. Wild fig-trees flourish. A curious kind of wild thyme with a rich aroma covers the ground in places; tangled forests of thorn and cactus clothe the hills, whose *debris* is mixed with fragments of gold-bearing quartz and copper ore. At one point near the Epiwemi Mountain, a veritable castle of snow-white quartz occurs, and in the dark forests looks like a fairy palace of enchantment.

"Standing beside this quaint and beautiful phenomenon, the river can be seen 500 feet below, circling the Semunga peninsula. The meaning of Semunga is 'steep place.' The spot is well-named, for the hill affords scant foothold to even the nimble deer. If the river is watched attentively for a little time, the scaly forms of crocodiles basking in the sun can be spied. Barbel of mammoth proportions abound in the pools, and mud bream afford good sport. Eels are in plenty, while in the forests deer of smaller varieties, guinea-fowl, wood pigeons, and ibises are to be had. Passing still further up the river, the goldfields already mentioned are located."

FUGITIVE'S DRIFT, RORKE'S DRIFT, ISANDHILWANA Mountain, and other historic points of interest in the Zulu War of 1879, which are usually gained from Dundee, or the Railway Station near the Buffalo River, can also be visited as a continuation of this tour, either by rejoining the main road and proceeding via Helpmakaar, or by keeping to the Buffalo River. But provision would require to be made beforehand for the longer leave from civilization which this would entail.

CHAPTER III.

THE HARRISMITH BRANCH, AND THE ORANGE RIVER COLONY.

THE line to Harrismith is 59½ miles long, and the steepest for its length in the Colony. It passes over the Drakensberg Mountains, and rises nearly 2,000 feet from start to finish. The scenery is very beautiful, and no tourist should omit this journey from his itinerary. Convenient trains are arranged to suit the main line service.

The Harrismith Branch takes leave of the Main Line at the ORANGE RIVER COLONY JUNCTION, one mile north of Ladysmith. In the vicinity hereof are many notable positions held by both British and Boers during the Siege, this being about midway between the opposing forces



THE DRAKENSBERG

After clearing the Junction, the line passes through an open country, westward, to the Stopping Place of **Walker's Hoek**, ten miles distant. The Klip River being crossed, the Drakensberg is revealed in all its majesty.

"Huge as despair, as if in weariness
The melancholy mountains yawn."

At the base of the mountains are many large stock farms, and thousands of sheep pasture on the expanding plains.

BESTER'S is the first station on the branch, and is set in the middle of a large grazing district. At this point the first shots in the Natal Campaign were fired, in a brush between the Natal Volunteers and the enemy on the 18th October, 1899. Passing towards Brakwal, the intermediate Stopping Place of **Colworth** occurs.

Altitude	4,606 feet
Distance	205 miles
FARES:	
1st Single, 51 3.	Return, 76 11.
2nd .. 31 2.	.. 51 3

BRAKWAL is beautiful in situation. In front the three-fold zig-zags of the Reversing Station may be seen, and it is interesting to note that, within the short space of half an hour, the locomotive, with its dead weight of several hundred tons will have climbed a thousand feet.

Altitude	4,637 feet
Distance	218½ miles
FARES:	
1st Single, 54 6.	Return, 81 9.
2nd .. 36 4.	.. 54 6.

The writer of the former guide (Mr. J. F. Ingram) has given so graphic a description of the journey between Brakwal and Van Reenen, that it is repeated, with the few emendations necessary to adapt it to the present time:

"On the right the stately Drakensberg rises in terraces, piled steep on steep. A few moments' halt at the Brakwal Station, and away goes the train, whilst the traveller almost with bated breath watches the first angle. Visions of disaster from broken



REVERSING STATIONS, HARRISMITH BRANCH

couplings or other untoward accidents may be instantly dismissed for by a cunning device of engineering it never becomes perceptible in the carriage that anything unusual is taking place. The view from the windows is entrancing. Away to the south-west, Tintwa Mountain, like a Titan Fortress, appears through the drifting clouds, which look like the smoke of heavy ordnance. One could almost imagine that warfare was being waged away up in the solitary heights by the sprites who dwell 'midst frost and snow.'

The palms of the coast have now been replaced by heather: wild poppies nod their drowsy heads beside the line, and quaint sugar bush trees with fire-like cones, stretch out their storm-strained limbs over the blue distance beneath them. The day darkens as the train speeds on; above and below there is bright sunshine—a passing cloud has been pierced—that is all.

As the train sweeps through the dense white mist, the red glow from the engine is reflected on the vapour. Then out it rushes into the sunlight again, along one angle after the other, each perceptibly higher than the last, until the reversing station has been past, and with an exultant shriek from the engine the task is complete, and the train, leaving echoes behind her, whirls along through rarified air over level plains 5,520 feet above the sea.

Approaching Van Reenen's, the road passes through a theatre of scenery which can be described in all truth as sublime. A few miles to the eastward of the station a prospect is revealed which no human being can regard without a thrill of the most exquisite and reverent delight.

It was from this magnificent vantage point that the early Boer voortrekkers first viewed their land of promise, their future refuge and home. Words are but feeble when called in requisition to describe the majesty of the scene. Mountain range after mountain range, hill after hill can be traced. Broad and apparently endless vales, forest belts and rivers are commingled in such a wealth of beauty as to rival many an

already famed land. There is no doubt that Piet Retief, the heroic leader of the Boer emigrants, simple farmer though he was, drew from this scene that courage and inspiration which enabled him to face the terrors of hostile barbarism, and to win for himself and his compatriots the glory which has caused their names to be enshrined for all time in the pages of African history.

In the section dealing with the physical geography of Natal, the altitudes and configuration of the Berg are fully dealt with, therefore it is unnecessary in this place to touch upon the subject again.

VAN REENEN STATION is situated on the western frontier of Natal, and leaving it, the Orange River Colony is entered. In the vicinity

Altitude	5,519 feet
Distance	226½ miles
FARES	
1st Single, 56/6.	Return, 84 9.
2nd „ 37 8.	„ 56/6.

of the station there is a hotel and Custom House. To the left of the line, great isolated mountain masses are visible, each one standing like a palace of mystery, with

the summits swarthed in clouds, and kloofs dark with impenetrable forests, amidst whose almost untrodden solitudes are Bushmen's Caves, containing on their rocky walls curious representations of beasts and birds. These Bushmen, now almost an extinct race in South Africa, are no doubt a wandering branch of the pigmy tribes discovered by Sir H. M. Stanley in Central Africa.

Their history forms a strange study, for while they were undoubtedly possessed in a high degree of primitive artistic and imitative powers in a pictorial sense, they were and are in almost every other respect beyond the pale of the lowest class of humanity.

Without a single scrap of generous impulse, devoid of the virtue of gratitude, they invariably waged a war of harassment on their white and coloured neighbours. Peaceful and kindly overtures meant no more to them than to a tribe of those bahoons to which they bear such a striking physical resemblance. Little wonder then that the Boers and early settlers did all in their power to exterminate them, even to the extent of organizing Bushmen's hunts, when the little, but nimble and ferocious manikins were shot down, not, however, without tearing down a few of their provoked and exasperated assailants."

The Kloofs, the Bushmen's Caves, and such noted mountains as Rensburg Kop, Nelson's Kop, the Three Sisters, and the Knuckles, also the historic Van Reenen Pass,



VAN REENEN'S PASS, N.G.R., HARRISMITH BRANCH



BUSHMEN'S DRAWINGS

J. E. Middlebrook

are best accessible from Van Reenen Station. The Railway Hotel is a few hundred yards away, and is much used by visitors in the summer months—October to March.



KLOOPS, NEAR VAN REENEN

The excellent shooting also attracts a large number of sportsmen during the season—May to August.

Leaving Van Reenen Station, in a little while the Wilge River comes into sight. Still on and on, through a region of uncounted lakelets, or pans, as they are locally called, the train, relieved from its mountain climb, whirls along with redoubled speed.

The ridge of mountains forming the water shed of South Africa having now been passed, there is a perceptible fall in the country towards the west. The rivers have reversed their courses, and flow from the Berg into the Atlantic, instead of the Indian Ocean.

Altitude	-	-	5,107 feet
Distance	-	-	234½ miles
FARES			
1st Single,	58 9.	Return,	88 2
2nd	39½.	„	58 9.

ALBERTINA, the next station to Harrismith, has no remarkable features of interest other than its proximity to the Berg, and the River Wilge, which latter is plentifully stocked with fish.



HARRISMITH: PLAATBERG IN BACKGROUND

HARRISMITH. This noted Dutch-fashioned town is situated in the north eastern angle of the Orange River Colony. It has always been

Altitude	-	-	5,319 feet
Distance	-	-	250 miles
FARES:			
1st Single,	62 6.	Return,	93 9
2nd	41 8.	„	62 6

essentially British, and, in addition to its considerable agricultural and trading importance, forms a great health resort for people from the "Garden Colony" during the

summer season. The altitude and rarity of the air are recommended as being peculiarly beneficial to consumptives.

The population of Harrismith, according to the official return, is 1,927, viz: 1,020 English, 193 Dutch, and 714 natives. The value of landed property is assessed at £232,000, and the town lands at £60,000. The general rate is one penny in the pound. The water supply and sanitary arrangements are good.

The town possesses a fine park, containing lake and athletic grounds, a polo ground, golf links, and race-course. There are a number of well-designed public buildings, churches,

hotels, houses, and stores. The Dutch Reformed Church is a splendid erection, and in its vicinity stands the commodious Town Hall.

The Plaatberg, a high, table-topped mountain, forms a picturesque background to the town. From the top of this, in clear weather, the historic Amajuba can be seen.

As will be imagined, Harrismith is largely used by tourists, sportsmen, photographers, and scientists, as the centre for visiting the Drakensberg.

Mont aux Sources (11,000 feet) where rise the rivers Tugela, Orange, Eland, and Vaal, is about 30 miles off. Sunrise, viewed from this mountain, is a sight never to be forgotten, resembling strangely the famous Matterhorn.



SOURCE OF THE TUGELA

Such other noted portions of the Berg as Tintwa Pass and Witzie's Hock, the latter of interest as the last stronghold of the Boers in this portion of the country, lie also in the same direction as Mont aux Sources.

Tours on the Drakensberg may be organised locally, and all necessary arrangements made at one of the hotels ("Royal," "Commercial," or "Central") for pack-horses, camping kit, provisions, etc. There are several boarding and farm houses in the vicinity of Harrismith.

Harrismith is a large trading centre, wool, hides, horns, and cereals constituting the chief exports. The capabilities of the district are immense, and great developments are anticipated. Stock thrives well, dairy produce may be made a very payable undertaking, whilst maize, corn, and other field crops, fruit and tobacco, yield prolifically. And what is said of Harrismith applies equally to the Orange River Colony as a whole.

The construction of railways will be one of the chief factors in the advancement of the land, and it is pleasing to note that new lines are being urgently pushed forward, or proposed. The schemes which will prove most welcome to Natal, are the extensions of the Harrismith Branch to Bethlehem, and from the latter place to Winburg and possibly to Kimberley. When completed, these will afford more direct access to Bloemfontein, the capital of the Orange River Colony, and to the trunk line of the Cape Territory, mutually advantageous to each of the colonies concerned, and will furnish an even shorter route to Cape Town than the one now under construction *via* Maritzburg, Riverside, and Indwe.

HARRISMITH AND THE WAR.

Harrismith played a passive, but not altogether unimportant, part during the great campaign.

At the beginning of September, 1899, when the resources of diplomacy were about exhausted, the burghers of the then Free State were busily preparing for the expected fray, and the attitude of that State in the inevitable struggle was almost immediately disclosed, the now defunct Government resolving to carry out in word and spirit the terms of the defensive alliance entered into with the Sister Republic on March 17th, 1897.

Commandeering commenced on October 8th, 1899, but prior thereto many of the British subjects left the State. With the exception of the Natal Government Railway Staff, no one capable of bearing arms was exempted from this order. After this date events followed each other in rapid succession. On the 9th October, a large commando, numbering some four thousand men, passed through the town on its way down to seize the Tintwa Pass.

By the 10th, a force nearly eight thousand strong had mustered at Nelson's Kop.

On the 11th October, about noon, after the arrival of the train from Natal, the Free State Authorities seized the Railway. This placed an engine and a small quantity of rolling stock in their hands, and gave them control of the line as far as Brakwal, a Free State Commando, about a thousand strong, having occupied Van Reenen Pass on the same day, and rendered it impregnable with their superior armament, also destroying the line at the Reversing Stations. The Railway officials being no longer required, they received orders to quit the country, and left under passport for Natal.

Then the "stern realities of war" commenced in deadly earnest.

Harrismith was the principal base of supplies for the Free State Forces lying around Ladysmith during the investment, and the appropriated train was used for running down stores as far as **Smith's Crossing**, and bringing back the wounded.

The enemy were doubtless very disappointed that our troops did not engage them in the passes. From information subsequently gleaned from some of the Free State leaders, it appears that the plan of campaign, which they had so sanguinely prepared, was for the Free State forces, under Prinsloo, with the Transvaalers under Joubert, then lying at Zandspruit, and the commando under Lucas Meyer from the Vryheid district, to join hands north of Ladysmith, and crush the garrison, after which the whole of Natal would be open, and their march to the coast unopposed. But the fondest dreams are but rarely realised!

For ten months Harrismith remained cut off from all communication with the outside world; it was not until the 4th of August, 1900, that the late Sir Hector Macdonald entered the town. Five days later railway communication was restored, and Harrismith was then established as the headquarters and base of supplies for the troops operating in the eastern portion of this extensive Colony.

A BRIEF GLANCE AT THE ORANGE RIVER COLONY.

In area it is computed to be about 50,000 square miles. Its physical configuration is of the simplest, consisting practically of an enormous plain, with a gradual slope to the westward. Near the eastern borders there are many mountains more or less connected with the Drakensberg. For the rest, small table-topped hills occur, and these only occasionally.

The situation of the territory is between Latitude 26° 25' and 33° 40' South, and 24° 25' and 29° 45' East Longitude. The country lies between the Cape Colony, Basutoland, Natal, and the Transvaal. The last census taken by the late Free State Government gave the population as, Whites, 77,717 and Natives 129,787. These figures are now useful only for reference.

Under the Dutch administration the State was divided into the following eighteen districts :—

District.	Chief towns and villages.
Bloemfontein.	Bloemfontein, Reddersburg, Brandfort, De Wetsdorp, Thaba 'Nchu.
Caledon River.	Smithfield.
Fauresmith.	Fauresmith, Jagersfontein, Edenburg, Petrusberg, Koffyfontein
Harrismith.	Harrismith.
Winburg.	Winburg, Ventersburg, Senekal.
Kroonstad.	Kroonstad, Vredefort, Reitzburg.
Boshoff.	Boshoff.
Philippolis.	Philippolis.
Bethulie.	Bethulie.
Jacobsdal.	Jacobsdal.
Rouxville.	Rouxville, Zastrom.
Bethlehem.	Bethlehem, Landley, Reitz.
Ladybrand.	Ladybrand.
Heilbron.	Heilbron, Paris.
Hoopstad.	Hoopstad, Bultfontein.
Wepener.	Wepener.
Vrede.	Vrede, Frankfort, Villiers.
Picksburg.	Picksburg.

A party of Boers first "trekked" into the country in 1820, but it was not until 1848 that British sovereignty was extended over the territories north of the Orange River by a proclamation issued by Sir Harry Smith. Some of the Boers, most of whom had come with their leader, Andries Pretorius, from the territory lying north of the Vaal River, resisted, but were defeated at the battle of Boomplaats. In March, 1849, Sir Harry Smith issued another proclamation, in which the territory was named the "Orange River Sovereignty," the limits being the Vaal River, the Orange River, and the Drakensberg. In February, 1854, the country was again abandoned, and handed back to the Boers, who then formed their own Government, which was recognised by the British, and was maintained until its coalition with the South African Republic, resulting in the return of the Colony into British possession, governed by a Deputy Administrator, under the jurisdiction of the High Commissioner for South Africa.

HISTORY.



THE BULWER POST CART

CHAPTER IV.

BY POST-CART TO BULWER AND THE IPOLELA DISTRICT.

THE NEW NATAL-CAPE LINE.

BULWER is an important farming centre in the district of Ipoleta, 58 miles from Pietermaritzburg. It is now gained by post-cart, which runs *via* Edendale and Boston, and leaves the City at 7 a.m. daily, except Sundays. The journey occupies about eight hours, and the fare is 22s. The fare to Edendale is 8s., and to Boston, 11s. The ride up hill and down dale is intensely interesting. Wilgefontein, a good agricultural district a few miles out of Maritzburg, being passed, and the Umsindusi River crossed, the route lies through the Edendale Mission property. A steep hill has then to be negotiated, from the summit of which a charming panoramic view is obtained. The village of Boston is soon afterwards reached, and a welcome stay is made at the hotel for refreshments. Proceeding, the picturesque Eland's River is passed, and Lundy's Hill is ascended, the road cutting through a delightful piece of bush. Then comes the lovely valley of the Umkomaas. After the drift is forded, the great Mahwaqa, 6,834 feet high, is discerned, and in a short while, the town of Bulwer, which reposes at its base, is arrived at.



AN INDUNA, OR HEAD MAN

Trappists

So far as the town itself is concerned, it is most salubrious, having an altitude of 5,100 feet. It is a magistracy, with the usual Government Buildings, Churches, Schools and Library, Tennis and other Clubs, Agricultural and Horticultural Societies, and of course an hotel and stores. The postal service is good, and the important centres of Maritzburg, Boston, and Impendhla are connected by telegraph and telephone.

The new township of HIMEVILLE, about 30 miles west of Bulwer, near the Berg, is progressing rapidly, and a magistracy is promised. A post-cart service has recently been established, running from Bulwer on Mondays, Wednesdays, and Fridays—fare 10s.

In relation to the farming and other qualities of the Ipoela district, the subjoined observations may be given :—

" This district is considered one of the finest stock-rearing and farming areas in the Colony. The climate is superb, possessing, as it does, all the beauties of an English one, but with scarcely any of the drawbacks. Were this but fully realised, the district, notwithstanding the fact that it is the third largest in the Colony, would soon be largely and beneficially occupied. The North-west boundary runs along the Berg, and impinges on Basutoland. In this region the scenery in many places rivals that of the Highlands of Scotland. It is asserted that the air here possesses a peculiar restorative power in connection with rheumatic affections.

" With regard to stockbreeding, the class of cattle in the district is a very mixed one, having been drawn largely from East Griqualand. The breed is, however, rapidly improving, the tendency being towards the introduction of short-horned strains. Although the Ipoela is distinctly a pastoral region, agriculture is by no means behind the times. Wheat, oats, potatoes, etc., are plentifully grown, and thrive well. Owing to the prevalence of frost, maize is not regarded as a reliable crop."

THE NEW RAILWAY
LINE THROUGH THE
IPOLELA DISTRICT
TO CAPE COLONY.

After weighty consideration, the line of the new connection with Cape Colony, which will shorten the existing route to Cape Town by over 200 miles, and promote a considerable traffic between the two Colonies, has been fixed to start just south of Maritzburg Station, and run *via* Edendale, Eland's River, Donnybrook, and Dronk-vlei, making junction at Riverside on the Griqualand East border, with the new Cape line which will be prolonged from Indwe *via* Matatiel and Kokstad. When the line is laid, it will pass within about eight miles of Bulwer, and the means of access thereto will be provided from that point instead of from Pietermaritzburg, as at present.

The work of construction of the Natal portion of the line (about 100 miles in length) is being rapidly prosecuted. Branch lines to serve the important Impendhla, Underberg, and Stuartstown (Ixopo) districts, have been surveyed.

There can be no apprehension as to the profitable issue of the scheme, having for its object the development of a rich pastoral and agricultural country, and the fostering of new industries.



WIFE OF A KAFIR CHIEF

Trappists

SECOND BOOK.

HANDBOOK

OF

GENERAL INFORMATION

RELATING TO THE

COLONY OF NATAL

AND

A SHORT REVIEW OF THE RAILWAY SYSTEM.

INTRODUCTORY NOTES.

THE various subjects have been so arranged and emphasised as to afford easy reference.

As previously observed, a large portion of the data has been extracted from the 1895 Official Hand-book (J. L. Ingram), re-arranged, and corrected as nearly as possible to date. This has been supplemented by contributions from experts in different branches, and by other paragraphs and useful notes.

The statistics have been supplied from official sources through the courtesy of Mr. G. T. Plowman, Secretary to the Prime Minister.

The general plan of the Colony was specially drawn in the Surveyor-General's Office, and will be found to embody much valuable matter.

For any further details or information bearing upon NATAL: THE LAND AND ITS STORY (Colonial Edition) and NATAL and ITS NEIGHBOURS (English Edition), the reader cannot do better than refer to Mr. Robert Russell's books recently published under those titles; while Mr. John Bird's "Annals of Natal" is another excellent and standard History of the Country. There are, in addition, several very reliable and widely-circulated Directories published annually in the Colony.





HANDBOOK OF GENERAL INFORMATION.

THE COLONY OF NATAL is situated on the south-east coast of Africa, between $27\frac{1}{2}^{\circ}$ and 31° S. Lat., and 29° and $31\frac{1}{2}^{\circ}$ E. Long. Its area is 18,750 square miles, equal to 12,000,000 acres. Its boundaries are : west and north-west, the Drakensberg (a towering range of mountains separating it from Basutoland, the Orange River Colony, and the Transvaal); on the north-east, the Buffalo and Tugela Rivers divide it from the Transvaal Colony and Zululand; and on the east it is bounded by the sea. The southern frontier runs along the Umtamvuna River to the Ingeli Mountains, and thence up a somewhat intricate course to the Upper Umzimkulu, thereby separating the Colony from Pondoland on the south, and Griqualand East on the south-west.

POSITION AND AREA

By Act No. 37 of 1897, the territory of ZULULAND was incorporated with Natal. The area of Zululand is approximately 10,450 square miles, equal to 6,688,000 acres. It extends from Lat. $26^{\circ} 45'$ South to $29^{\circ} 15'$ South, and its boundaries are, on the east, the Indian Ocean; north-west, the Vryheid District and Swaziland; north, Portuguese East Africa; and on the south, Natal.

Including Zululand, Natal has a seaboard of about 340 miles. Its greatest length is 330 miles, and breadth 150 miles.

The above is exclusive of the new territory ceded in the re-arrangement of boundaries, which will, it is anticipated, add upwards of 7,000 square miles to Natal.

The Physical Geography of Natal is not difficult of description. Starting from the coast, the Colony, by a series of almost regular steppes, attains an altitude of two and a quarter miles above sea level at the Drakensberg, where snow-clad peaks are no uncommon sight.

PHYSICAL GEOGRAPHY

The main rivers, hereafter mentioned, traverse the Colony from the Berg to the ocean, and to and from these a countless and almost confusing labyrinth of tributaries and connecting streams seam the country in every direction, all of course trending towards the sea.

The Terraces or Steppes of Natal may be set down as follows : The first from the sea extends about fourteen miles inland, and attains an elevation of about 1,000 feet. The second, starting from this point, is about twenty miles broad, which brings us at a distance of thirty-four miles from the sea, to an altitude of 2,500 feet. The third terrace, about twenty-five miles in breadth, sweeps to an altitude of 3,700 feet. The fourth, of almost equal breadth, is about 5,000 feet, near the villages of Weston and Estcourt. The fifth and last soars to 6,000 feet, while from this altitude the majestic peaks of the great Drakensberg, named below, lift up their crests, "haze-wrapt and distant, crowned by fleecy clouds."

The mountain system of Natal is one of the most interesting features in the Colony likely to come within the scope of a geographical student.

MOUNTAIN SYSTEM

The Drakensberg, or Kahlamba, ranks first, both by reason of its size and grandeur, and the fact that it forms the most important and striking feature of the inland frontier. The most prominent points in the range are Champagne Castle, or Cathkin Peak, 12,000 feet above



MONT AUX SOURCES, 11,000 FEET HIGH

sea level ; Giant's Castle, 11,000 feet : and Mont'aux Sources, also 11,000 feet. Tintwa comes next, with 7,500, while Amajuba, of tragic memory, ranks last, with an altitude of 7,000 feet.

The second range in order is the Little Drakensberg, which springs from Champagne Castle, and, for about thirteen miles, sweeps through a realm of mountain and flood, as grandly beautiful as the heart of man can desire.

The third range, named Hlatikulu, diverges from Giant's Castle, and forms the watershed between Bushman's and the Mooi Rivers.

The fourth range is also based on Giant's Castle. It divides into two at an elevation of 7,039 feet above the sea, one chain trending to the north-east, and the other to the south-east. The first-named chain again divides near Mount Arrochar, 5,691 feet above the sea, and Mount West, 5,800 feet, the northerly spur running through Umvoti County to Fort Buckingham, and the southerly, forming the Karkloof Range with Mount Gilboa, 5,704 feet. The other, or south-easterly range, forms the watershed between the Upper Umgeni on the north, and the Upper Umkomaas and Umsindusi on the south.

The Great and Little Noodsberg, 3,000 and 3,500 feet above sea level respectively, lie south of the Umvoti River, in Umvoti County, forming the longest stretch of Silurian sandstone in South Africa. They merge to the southward in the Inanda District, and attain their greatest height at Mount Sargeaunt.

The Ingeli Mountains are an unattached chain of heights, forming the western boundary of Alfred County. They attain an altitude of about 7,000 feet.

There are many mountains not directly attached to ranges, which are well worthy of note. Some of these are of great height and beauty, as for instance, Episweni, in the

Tugela Valley, in Umvoti County, and Tabamhlope, or White Mountain, 6,512 feet, near Estcourt.

RIVERS

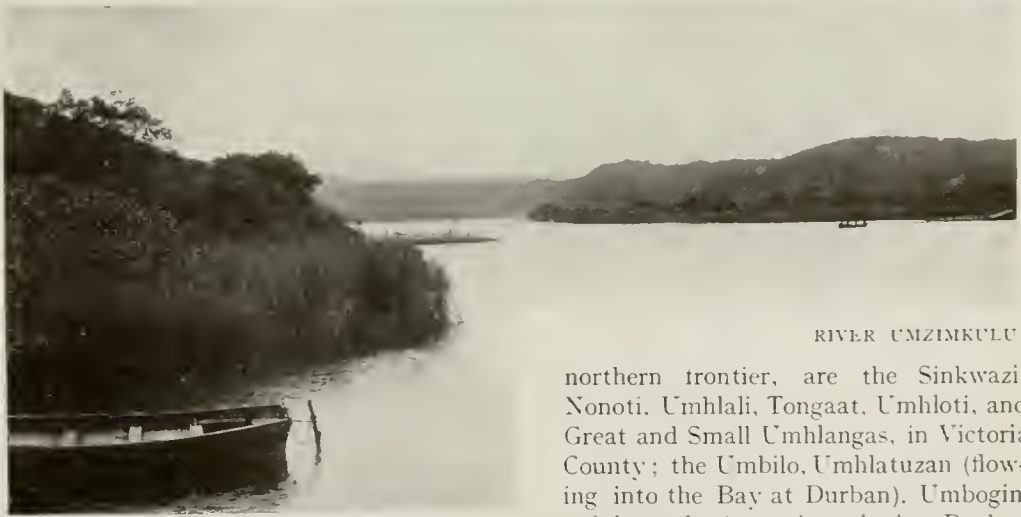
Owing to the configuration of Natal, it is unhappily the case that but two RIVERS in the country are navigable at all, and those only for a few miles from the coast. The very circumstance which bestows on the Colony its variety of climates—that is, its steppes or terraces,—cuts off this cheap and easy means of transport and pleasure.

Of first-class streams there are three—the Tugela, the Umkomaas, and the Umzimkulu. The Tugela, which is in the north of the Colony, is the longest and most beautiful. Taking its source in the Drakensberg, as already stated, it leaps with one bound over a cliff 1,800 feet sheer, into the Colony. At sixty miles from the sea the Tugela is joined by the Buffalo River. The chief tributaries of the Tugela are the Klip, Sunday's, and Buffalo Rivers from the north, and the Mnwe, Umlambonga, Little Tugela, Blaauw Krantz, Bushman's, Mooi, and Inadi Rivers from the south. These, again, have numerous tributaries, such as the Sand, Inkunzi, Waschbank, Incandu, Ingagane, and Ingogo.

The Umzimkulu ranks next to the Tugela in size, and long before it in usefulness. Its scenery is rich in grandeur, and especially beautiful at the mouth.

The Umkomaas (Gatherer of Waters) rises in Giant's Castle, and flows through wild and interesting scenery, which here and there becomes more distinctly English and home-like than that of the Tugela. On the whole, however, it retains its quaint African characteristics. Its most important tributaries are the Uzani, Eland's, and Umkoben, from the north, and the Inhlabeni and Ixopo from the south.

There are five second-class rivers in Natal, viz., the Umvoti, Umgeni, Umlaas, Illovo, and Umtamvuna. Amongst the third-class streams, commencing to count from the



RIVER UMZIMKULU

northern frontier, are the Sinkwazi, Nonoti, Umhlali, Tongaat, Umhloti, and Great and Small Umhlangas, in Victoria County; the Umbilo, Umhlatusan (flowing into the Bay at Durban), Umbogintwini, and Amanzimtoti, in Durban

County; the Amahlongwa, Umpambanyoni, Umzinto, Ifafa, Umtwalumi, and Umzumbi, in Alexandra County; and the Umbizana, in Alfred County. The tributaries of these minor streams are far too numerous to particularise here, but, from what has been set down, the reader, bearing in mind the size of the Colony, will realise how well-watered and fertile it is.

*As is commonly the case in mountainous lands, the main backbone of the rocky contour—the frame which determines and marks out the plan and articulation of the physical geography—is formed of igneous or hypogene rocks, in the several conditions commonly known as granite, gneiss, mica-schist, clay-slate, and metamorphic limestone.

GEOLOGY

The granite line of Natal presents itself in a form which immediately secures the notice of the ordinary observer, on the main line of railway between Durban and the capital. Huge grey blocks, many hundreds of tons in weight, crop out at the mountain sides of Inchanga. These Titanic masses are all of crystalline granite, and can be traced intermittently through the Inanda location in a north-easterly direction, to the valley of the Tugela, which, in the form of a great belt, it crosses at about seventy miles from the sea. In the opposite direction it enters the ocean considerably south of the Umphambanyoni, while indications of it can be found along the coast in Alfred County, where, close by the sea, it appears in the form of a broad platform, upon which the waves have sculptured a succession of jagged walls, steps and pyramids.



GRANITE OUTCROP NEAR INCHANGA

The great axis of granite which passes obliquely throughout the entire breadth of Natal, is flanked on either side by metamorphic rocks, which have been secondarily influenced by great heat. These may be described as consisting of mica slate, clay-slate, and crystalline limestone. Near the Umzimkulu, as will be shown elsewhere, at a distance of about eight miles from the sea, there lies upon the southern slope of the granite belt a vast mass of white, highly crystalline marble. It is for the most part of a pure tint, but sometimes is tinged with a green, pink, or yellowish colour. There is no distinct stratification, it being separated into large masses by laminae of gneiss and granite, which contain a considerable percentage of quartz.

It is perfectly clear that the great central axis of granite has been upheaved, subsequent to the deposit of the neighbouring beds of rocks, many of which are broken, tilted up by it, and, when in its immediate proximity, changed in their mineral character.

The sandstones of Natal occur mainly in thick horizontal beds, alternating with shale of various descriptions. They are to be found up to the highest part of the sub-terrace of the Berg, *i.e.*, about 7,000 feet above the sea, and on the coast to the north of the granite belt. The flat-topped mountains and hills, which form such familiar features in the scenery of Natal, are composed of vast horizontal layers of this stone, reared up sometimes on sloping buttresses, and looking, as

** J. F. Ingram (1893.)*

Mr. Henry Brooks says, "like broken slabs of the old pavement that was shattered by the earthquake throes on the upheaval of the granite."

The rivers of the coast, while not infrequently flowing through the stratified rocks to the granite beneath, often pass between picturesque cliffs of reddish sandstone, some of which most probably belong to the Devonian and Silurian systems, and some to the younger age of the new red sandstone. Others, again, are associated with alternating layers of gritty sandstone, which unquestionably is of the carboniferous age. Dykes of green stone-trap constantly pierce the sandstone formations, while "faults" are frequent.

Coal occurs in Natal amongst the carboniferous sandstones in various places, and, fortunately for the Colony, is abundant.

Next in order, as regards frequency of occurrence, is greenstone and trap in one or other of its protean forms. The felstones, greenstones, and granite are continually found in all countries, closely associated, and occasionally pass into each other in the same continuous mineral mass. At the Umgeni Falls, near Howick, three distinct beds of trap rock occur, separated by intervening layers of carbonaceous sandstone and shale. Some little distance to the south of the Umzimkulu River, there is a miniature "Giants' Causeway," in the shape of a platform of columnar basalt extending into the breakers of the sea. Amygdaloid porphyries frequently occur in the neighbourhood of the intrusion of trap dykes. Agates of great beauty and six-sided prisms of rock crystal are carried down by the rivers from the edges of trap veins exposed in the higher mountains. It has been found that the best soil in the Colony is located in those places where the stratified rocks are most broken through by the intrusive eruption of trap.

Perhaps the most interesting rock formation in Natal is one which has been closely studied by the late Dr. Sutherland. It is known as the boulder clay by some, and by others as claystone porphyry. The bed consists of a bluish-grey, hardened, argillaceous or clay mass, containing imbedded fragments of greenstone, clay-slate, quartz, graphite, and granite. These are of varying size, from sand grains to blocks measuring six feet across. The fracture of the rock is not conchoidal, and there is manifest in its substance, a disposition to wavy stratification. The thickness of the beds varies considerably from place to place. In some situations it is 1,200 feet through. As a rule it rests upon old sandstones, which in turn are based on granite. Upwards it passes first into newer shales, and through them into the sandstones and shales which are associated with the coal deposits. The transition is gradual, and shows no distinct line of demarcation. This formation flanks the long line of sandstone hills which run from the Tugela River, about six miles from the sea, through the Berea Range to the mouth of the Umbilo. It also crops out near Maritzburg, stretching away through the Umgeni and Umvoti Rivers to the Tugela, between Greytown and the Biggarsberg, and in the opposite direction across the Umkomaas to the southern frontier of the Colony. It trends away then, across the St. John's River to the Cape Colony. Boulder clays of this class occur in various countries. The one which has had most attention devoted to it is located in Carnarvonshire. Professor Ramsay considers that there is only one known agency which is adequate to the production of all the circumstances met within this formation. He holds that the transport to long distances of vast blocks of rock, the scoring of the subjacent surfaces of sandstone, and the simultaneous deposition of minutes and grains and large boulders in the same matrix, all indicate that ice is the only physical agent that can be rationally credited with the creation of these clays.

The limestones are much more sparingly represented in Natal than these sandstones. In the Tugela Valley there are deposits of nodular limestone. The presence of crystalline metamorphic marble has already been mentioned. The beds which solely represent the cretaceous system occur on the southern coasts of Natal, and are of considerable geological interest. In places, the beach is almost entirely composed of fusiform shells, which are a species of *Terebra*, cemented together into a solid mass, amongst which are tusks and bones of vertebrate animals, and trunks of large trees.

A wide field of study here lies open to those who have the skill and time to devote to it, and pages might easily be filled with observations, each one of which would be of scientific value.

Passing on to the subject of minerals, it is now definitely ascertained that almost unlimited quantities of iron ore occur in the Colony, in the form of beds and concretions of clay-iron, also in that of masses of hematite. The city of Pietermaritzburg has been built on irregular deposits of the metal. The ores are in some instances so rich that the natives have worked them into metal for spear heads, with the rudest appliances imaginable.

Tests of the ore have proved it to contain 0.09 per cent. of silicate of iron, 13.40 per cent. of silicate of alumina, 76.74 per cent. of oxide of iron (equal to 53.72 per cent. of metallic iron), 0.52 per cent.

of sulphur, and a trace of magnesia. At a point near Fort Buckingham in Umvoti County, one entire mountain appears to be composed of masses of specular and magnetic iron ore mingled together.

Deposits of ores of copper, some of which contain traces of gold, occur frequently. As yet but little has been done towards ascertaining their value.

Gold and silver, in quartz and other forms, are now being tested in that interesting geological locality so frequently cited—the Tugela Valley. Here a curious and unique lode is attracting attention. It consists of ore containing about 40 per cent. of arsenical pyrites, and assays variously from a few grains to several ounces of gold to the ton. Should the works now proceeding in this place result favourably, Natal will find within her frontiers greater sources of wealth than were ever imagined. The fact of the deposits being of a refractory description will not militate against their value, since the establishment of successful chemical processes for the recovery of gold. The value of these latter has been amply demonstrated on the Witwatersrand Fields.

FORESTS

The heavy timber forests of Natal are estimated at about 166,000 acres, and Thornbush and low forests at 1,841,000 acres. The high timber forests are for the greater part situated along the Drakensberg Range of Mountains, mostly on the southern slopes at an elevation of 3,500 to 6,000 feet, where the mean annual temperature ranges from 52° to 59°. The upright yellow wood (*Podocarpus Thunbergii*) here attains to its greatest size, as do also many other of the more valuable timber trees, including Kamdeboo Stinkwood (*Celtis Kraussiana*), Wild Chestnut (*Calodendron Capensis*), Natal Mahogany (*Kiggelaria Africana*), White Ironwood (*Toddalia Lanceolata*), White Pear (*Afcayles Inermis*), Bogabog (*Nylosma Monospora*), and Sneezewood (*Pteroxylon Utile*). The low forests are located principally along the coasts, and in the midland districts. Thornbush, which consists chiefly of various species of *Mimosa* (*Acacia Natalitia* and *A. Kraussiana*) being the most common, is spread over very wide areas, mostly in the basins of the Tugela and the Umkomaas, at altitudes of 3,500 and 1,600 feet, below which it intermingles with the coast forests. In this region the mean annual temperature ranges from 59° to 67°. The coast forest predominates below 1,000 feet, where the climate becomes sub-tropical, and the mean annual temperature ranges from 67° to 71°. It is composed of a great variety of low trees, the average height varying from 30 to 60 feet, amongst which the Waterboom (*Eugenia Candata*) and the Flaterown (*Albizia Fastigiata*) are characteristic species.

The wood of many of the Natal timber trees is of great value, and is used largely in house-building, wagon and coach building, and for furniture. The supply, however, of many of these woods is rapidly decreasing, and it is a question very seriously occupying the minds of many colonists, whether instead of propagating and planting Australian and other exotic trees of quick growth, more attention should not be bestowed on the conservation and planting of trees indigenous to the climate and soil of the country.

* The FLORA of Natal is not only of great beauty, but is also of a most varied character, ranging from an almost tropical vegetation in the coast districts to a sub-alpine one on the crests of the Drakensberg, and to enumerate even a tithe of the beautiful flowers, trees, and climbing plants included in it would

FLORA, FRUITS,
CEREALS, GRASSES,
&c.

require more space than can be allowed in a work of this kind. An unusually large number of the indigenous plants of the Colony have been cultivated in Europe, and some of them have been hybridised and improved almost beyond recognition: within the last few years the *Streptocarpus* hybrids, now so well known and so much admired, have been mainly if not altogether produced by crossing *Streptocarpus Wendlandii*, a native of Natal, with

* By J. Medley Wood

S. Dunnii, a Transvaal plant, and the progeny of these plants is said now to rival the Gloxinias in beauty. Some of our Gladioli, Clivias, Kniphofias and others have been similarly used and are now great favourites in cultivation. In the coast or sub-tropical district flowers are to be found almost the year round, but in the upper districts during the winter months they are but little seen, the veld being brown and quite bare of flowers, and the forests dark and sombre, with scarcely a flower to enliven the scene. As soon as the spring rains have fairly set in this is quite changed, the young grass becomes emerald green and the veld is studded with flowers of the most varied colours, and a railway journey in the upper districts becomes a real treat to the lover of flowers. The traveller at this season can hardly fail to note how important a part the railways take in the distribution of our native plants; and being fenced on both sides and cattle excluded, the plants come to maturity and bear their seeds which are scattered far and wide for long distances, while outside the railway fences, especially towards the close of the season, all is barren and dull, cattle and sheep having eaten and trampled down the plants until but few flowers are seen. It is unfortunate that our railways in the upper districts do not pass near to any of the large forests, for it is in and around the margin of these forests that our flora is seen at its best. Inside the forest the climbing plants find their way to the tops of the trees, where they bear their flowers and mature their seeds, while the branches and stems of many of the larger trees are frequently covered with epiphytal Orchids of different species, mostly bearing white or yellowish flowers, which, however, are of botanical interest only, while the margins of the brooks are literally covered with many charming and interesting ferns, and from the trees and rocks are often seen hanging in profusion the curious *Lycopodium gnidioides* and *L. verticillatum*, with *Selaginella Kraussiana* carpeting the ground beneath. Though our epiphytal Orchids are not very showy, many of the terrestrial ones are exceedingly so. They commence flowering when the spring has fairly set in, and the different species flower in succession until about the end of March, an exception being the pretty little Swan Orchid (*Cynorchis compacta*) which flowers in July and August; it is peculiar to Natal and is rather rare. It is much to be regretted that people will persist in digging out the roots of these plants when they are in flower, with the result that not one in a hundred survives, the plants at that time not having matured the tuber for the next season's flowering.

Amongst the forest trees bearing conspicuous flowers we may mention the Cape Chestnut (*Calodendron capense*) with large trusses of lavender-purple-spotted flowers; Natal Bottle Brush (*Greyia Sutherlandi*) with spikes of brilliant scarlet flowers; several species of *Erythrina* all with scarlet papilionaceous flowers, and the singular *Alberta magna* of the midlands, whose flowers are a dullish red, but whose winged seed-vessels become bright scarlet and remain a considerable time on the tree, rendering it conspicuous even at a considerable distance. In the upper districts *Dais cotinifolia* with pink flowers is often seen and admired, and on the coast the Umzimbiti (*Millettia caffra*) with purple flowers; Isifiti (*Baphia racemosa*) with white and orange sweetly scented flowers, and *Schottia brachypetala* with deep crimson ones.

Belonging to the genus EUPHORBIA we have many species ranging from the small *E. sanguinea*, which is trodden under foot on walks and bare places all over the Colony, to the large arborescent species such as *E. grandidens*, *E. arborescens*, and *E. tirucalli*, which are found on the Coast and in the midlands, and are often mistaken for Cacti, to some members of which order they bear a close resemblance. The two first-named species are singular objects, being apparently leafless, and standing gaunt and bare on the hills



Young Dandy



Crosses for Hut Building



Twins in Dhoty



Native Women's
Head Dresses



Native Woman
Crushing Mealies

NATIVE STUDIES

in rocky places or in the bush: the milky juice of these plants is vesicant, and has been used for painting the copper on the bottoms of ships to preserve from rust or fouling. In the midland and upper districts we have also most singular specimens of this genus which have the appearance of large boulders, an appearance caused by the dense growth

of the numerous stems which are closely appressed to each other, and only attain a height of 10 to 15 inches. Another singular genus of plants, some members of which are often mistaken for Cacti, is *Stapelia*, belonging to the order of Asclepiads; the headquarters of this genus is Cape, Orange River Colonies and Transvaal, but the species bearing the largest flowers is a native of Natal, and is known as *Stapelia gigantea*; all, or nearly all, of the flowers of this genus of plants are unpleasantly scented and are popularly known as "Carrian Flowers."

In rocky places, edges of precipices, and occasionally in open ground at from 2,000 feet above sea level to the Drakensberg, are found three or four species of *Encephalartos*; these plants belong to the order *Cycadaceae*, and are a connecting link between the flowering

plants and the ferns, having the venation and sometimes the veneration of the ferns and the fructification of the conifers; they have a trunk sometimes reaching to nearly twenty feet in height, crowned with a rosette of fronds each four to six feet or more in length, which are renewed every second year, in the alternate years the plants bearing cones, those of the female plant containing a number of scarlet seeds, those of the male, pollen only; in the wild state these plants seldom bear more than a single cone in each season, but a plant in the Durban Botanic Gardens bore in one year, 13, and in another 11 cones, this being a male plant.



ENCEPHALARTOS ALTENSTENI

Of PALMS we have two species only, *Hyphaene crinita*, having fan-like leaves, and being a near relative of the "Doom Palm" of Egypt (*Hyphaene thebaica*); this plant is never, in Natal, found far from the sea coast, nor does it, except in favoured situations, attain a large size, though in some parts of Zululand it is very luxuriant: a fine specimen of it may be seen in the Durban Botanic Gardens, but unfortunately it is a male plant; the other species is *Phoenix reclinata*, and is found in great luxuriance in the coast districts reaching to 2,000 feet above sea level, its very graceful feathery fronds giving quite a tropical aspect to the scenery. Another plant found in the same localities and often in company with it is *Strelitzia Augusta*, which is a very conspicuous object on the South Coast line after passing Isipingo, its enormous simple leaves, and curious orange and blue bird-like flowers are very attractive, and it is one of the few plants that are fertilised by birds; it is much grown for ornament in Europe, and can be seen on the South Coast



GIANT DATE PALMS

line in company with the *Hyphaene* and *Phoenix*. In the valley of the Tugela river, and perhaps in a few other places in the Colony is to be found a tree known as *Kigelia pinnata*, a tree which is perhaps more plentiful in some parts of Rhodesia than in Natal; it bears very large dull purple flowers three or four inches in diameter, followed by a fruit hanging from a long footstalk which lengthens as the fruit matures; this fruit is cylindrical in shape, and hard and woody, weighing several pounds. Two specimens of it are in the Durban Botanic Gardens, where they regularly bear their flowers and fruits.

For shade-giving trees we have on the coast the Umkuhla (*Trichilia emetica*) fine specimens of which may be seen on the Berea, and which as a beautiful shade-tree can scarcely be surpassed. Several species of *Ficus* both on the coast and in the midlands yield good shade, as also does the singular Flatcrown (*Zygia fastigiata*) so common in coast districts; *Hibiscus tiliaceus* is frequently planted in the streets of Durban, but it is essentially a coast plant. The chief TIMBER yielding trees are the Yellow-wood (*Podocarpus spp.*); Milkwood (*Mimusops spp.*); Stinkwood (*Ocotea bullata*); Sneezewood (*Pterozylon utile*); Flatcrown (*Zigia fastigiata*) and a few others of less importance.

Though Natal can hardly yet be called a large fruit-producing colony, there are indications

that it may soon become so : hitherto the great hindrance to fruit growing has been the large number of insect pests that fruit-bearing trees have to contend with, but since the appointment of a Government Entomologist, the life history of these insects is being better understood, and means employed for keeping them in check, as has perforce to be done in most parts of the world where fruit is extensively grown.

The principal FRUITS grown in the coast districts are : Avacado Pear, Banana, Brazil Cherry, Cherimoyer, Custard Apple, Granadilla, Grape Vine, Guava, Lemon, Litchi, Mango, Mandarin Orange. Mulberry, Naartje, Orange (common), Pawpaw, Pineapple, Raspberry, Rose Apple, Strawberry, Sour Sop, Sweet Sop, and to this list have recently been added the Sapodillo of S. America (*Sapota achras*), and the Star Apple of the West Indies (*Chrysophyllum cainito*).

In the upper districts, reaching from Maritzburg to the slopes of the Drakensberg, the following fruits are commonly grown : Apple, Apricot, Almond, Blackberry, Fig, Grape, Medlar, Mulberry, Nectarine, Peach, Persimmon (*Diospyros sp.*), Plum, Plum Japanese, Pomegranate, Quince, and Walnut, but Cherries, Currants, and Gooseberries, though often tried, have not yet been successfully grown in quantity in Natal.

Of wild edible fruits we have but few of any importance. The Amatungula (*Carissa grandiflora*), and the Cape Gooseberry (*Physali peruviana*), take the first place and are much used ; we have also two species of Vine, *Vitis Capensis*, and *Vitis cuneifolia*, the fruits of which are used for preserves, the Cumquin (*Dorvalis rhamnoides*), one or two species of *Ficus*, several species of *Mimusops*, Waterboom (*Eugenia cordata*), two species of *Rubus*, and a few others, the fruits of which are eaten by natives and children but are not worth enumeration here.

Most of the VEGETABLES known in England are cultivated almost all over the Colony, except, perhaps, Onions, which are only successfully grown in



B.W. Caney

A PAWPAW TREE

certain localities, such as the Mooi River Weenen, and the "Thorns," where they are said to succeed fairly well, and in addition we have several culinary vegetables that are not commonly met with in England, such as the Egg fruit, Tree Tomato, Ochro, and one or two Cucurbitaceous fruits introduced and chiefly grown for sale by the Indian gardeners, who produce the greater portion of the vegetables used in the coast towns. In the upper districts collections of vegetables numbering from thirty to forty species grown by Europeans are sometimes seen at the flower shows.

Of CEREALS, the chief one grown in the Colony is Maize or Mealies (*Zea Mays*). Oats are also grown, but only as forage: in certain districts where irrigation can be used, Barley succeeds well, but Wheat cannot be successfully grown in many parts of the Colony.

The GRASSES of the Colony are luxuriant and many of them are excellent for stock, but some districts have been so overstocked with cattle that it has been found necessary to import foreign grasses for the benefit of graziers. FERNS are plentiful in woods and shady places, and not less than 126 species are indigenous to the colony, the sides of the streams, and the rocks and stones in the dense, shady, damp bush being often clothed with masses of their graceful foliage. The Tree Fern (*Cyathea Dregei*) is a very handsome plant and often attains a height of 15 feet or more, crowned with a magnificent head of spreading fronds, and is usually found near water courses all over the Colony, and often on the sides or at the foot of dry hills: one only other Tree Fern indigenous to Natal is *Hemitelia Capensis*, but this is only found in damp woods, its trunk reaches to fifteen or twenty feet in height, but unlike that of *Cyathea Dregei* it is seldom straight, and often prostrate: but its fronds are quite as fine or finer than those of the *Cyathea*.

The chief CROPS grown for export in the colony are, in the coast and midlands: Sugar, Tea, Coffee, Arrowroot, Maize, and fruit of different kinds, and in the upper districts Maize and Fruit, while large quantities of different crops are grown as food for cattle, the upper districts being better suited for cattle and sheep than for arable farming.

FIBRE has been and still is produced but not yet in large quantities, the plant grown for the purpose being a *Fourcroya*, the fibre being commonly known as Mauritius Hemp, but it is quite possible that this industry may yet flourish in Natal, and that fibre may be produced either from the *Fourcroya*, the *Insangu* or Native Hemp, or *Umbogozembe* (*Urera tenax*) all of which plants yield a good marketable fibre.

INDIGO has lately been suggested, and as the plant *Indigofera arrecta* which is considered to be the best species for the manufacture of the pigment is a native of Natal there seems to be little reason why it should not be extensively cultivated here in the future: the seed of our plant has been collected and sent to Java, where it has realised a high price. From recent information it appears quite likely that the natural article will be able to compete successfully with the artificial one now being produced on the continent of Europe, and the plant is found growing in profusion nearly all over the Colony.

For information as to the systematic botany of the Colony the reader is referred to "Harvey's Genera of South African Plants," "Flora Capensis," "Popular Description of Natal Ferns," and the "Preliminary Catalogue of Natal Plants," by J. Medley Wood. A handbook to the Flora, with Keys to the Orders and Genera, is in course of preparation and will shortly be issued from the Colonial Herbarium.

Of big game there is but little left in Natal. A few hippopotami, near the Umgeni, are about all on record of this class. Hyenas are still abundant in the wilder portions of the Colony. There are three varieties known, the brown, the maned, and the *Hyæna Maculata*, called the tiger wolf by the

FAUNA

Dutch. Jackals also abound in places. Leopards, locally called "tigers" are somewhat rare, but may occasionally be encountered in the more remote fastnesses. Wild boars of two varieties exist. The porcupine, though frequent, is a particularly shy animal and most difficult to capture.

Of rodents there are many varieties. Two descriptions of hares are constantly to be seen on the uplands, while an engaging little creature, familiarly known as the "dassie" or rock-rabbit, is of common occurrence. The ant-eater of Natal is a curious and interesting animal, and can but rarely be shot.

It is, however, in antelopes that the country is richest, about ten varieties being extant in the colony.

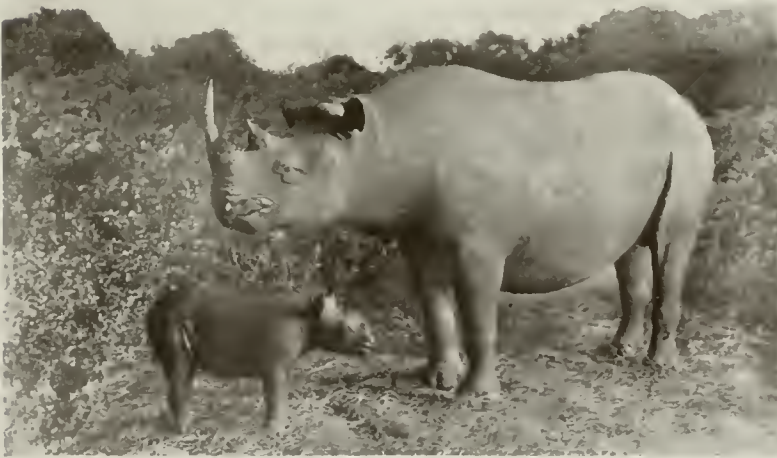


SUB-TROPICAL FOLIAGE

Baboons of great size abound in the mountain ranges, while droves of black-faced monkeys can constantly be seen in the large forests.

Crocodiles haunt the rivers of the coast, but attract little attention, as it but seldom happens that damage is caused by them. Otters are found in some portions of the Colony.

Of reptiles and insects there is a large and interesting variety.



THE BLACK RHINOCEROS WITH CALF

B. m.

Key to Photographic Plates of a complete collection of HORNS of the SOUTH AFRICAN ANTELOPE

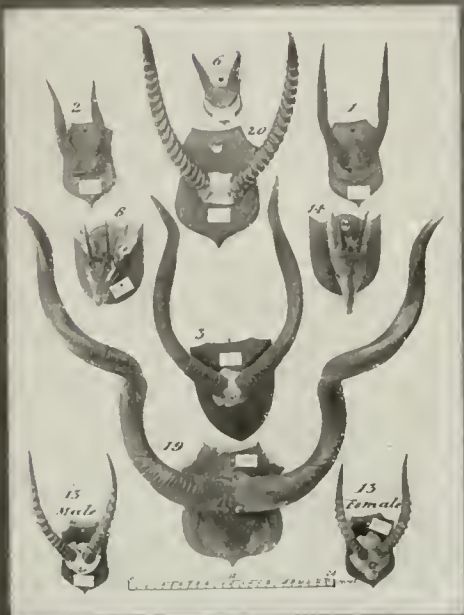
With Local and Scientific Names.

GEO. T. FERNEYHOUGH, F.R.G.S.

(Copyright Series)

1.	BUSHBUCK	<i>Tragelaphus Sistracca.</i>
2.	RED BUSHBUCK of the Zambesi	<i>Tragelaphus - genus -</i>
3.	INYALA	<i>Tragelaphus Angasi.</i>
4.	SITATUNGA	<i>Tragelaphus Spekei.</i>
† 5.	REEDBUCK	<i>Cervicapra arundinum.</i>
† 6.	RED RHEBUCK	<i>Cervicapra Lalandii.</i>
† 7.	VAAL RHEBUCK	<i>Pelea capriolus.</i>
† 8.	STEENBUCK	<i>Nanotragus oriniflorus.</i>
† 9.	GRYSBUCK	<i>Nanotragus melanotis</i>
10.	ZULULAND STEENBUCK	<i>Genus and Species -</i>
* 11.	BLUEBUCK PETE	<i>Cephalotragus monticola.</i>
* 12.	NATAL REDBUCK	<i>Cephalotragus natalensis.</i>
* 13.	BONTEBUCK	<i>Damalis pygarga.</i>
† 14.	DUIKER	<i>Cephalotragus grimmii.</i>
* 15.	SPRINGBUCK	<i>Gazella Echor.</i>
† 16.	KLIP SPRINGER	<i>Orestotragus saltator.</i>
† 17.	PALLA	<i>Aepyceros melampus.</i>
† 18.	WATERBUCK	<i>Kobus ellipsiprymnus.</i>
† 19.	KOODOO	<i>Strepsiceros Kudu.</i>
† 20.	LECHWE	<i>Kobus lechwe.</i>
* 21.	ELAND	<i>Oreus caama.</i>
* 22.	HARTEBEEST	<i>Bubalis Caama.</i>
23.	LICHTENSTEIN HARTEBEEST	<i>Bubalis Lichtensteini.</i>
* 24.	SASSABYE	<i>Damalis lunatus.</i>
* 25.	BLESBUCK	<i>Damalis albifrons.</i>
* 26.	ROAN ANTELOPE	<i>Hippotragus equinus.</i>
* 27.	SABLE ANTELOPE	<i>Hippotragus niger.</i>
* 28.	GEMSBUCK	<i>Oryx Gazella.</i>
† 29.	ORIBI	<i>Nanotragus scoparius.</i>
† 30.	POOKOO	<i>Kobus Vardonii.</i>
* 31.	BUFFALO	<i>Bos Caffer.</i>
* 32.	BLUE WILDEBEESTE	<i>Cannochates taurinus.</i>
* 33.	BLACK WILDEBEESTE	<i>Cannochates guu.</i>

The * denotes that the Female as well as the Male has horns. The † that the Male only has horns.

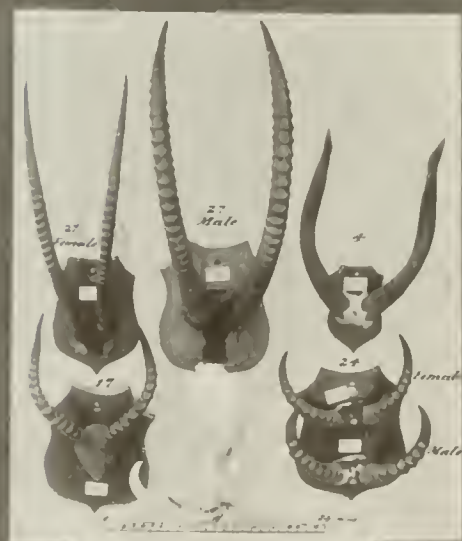
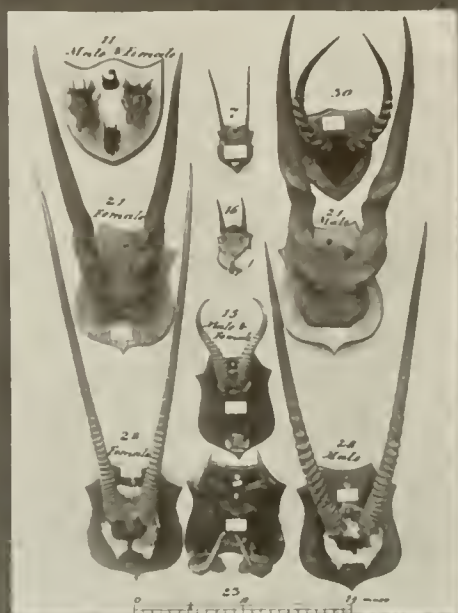


Blesbok



Roobok





HORNS OF THE SOUTH AFRICAN ANTELOPE.

Burn





NATAL BUTTERFLIES (SELECTED)

G. L. Ferry, 1908

Pythons attain a considerable size, but are very harmless. Of poisonous and deadly serpents there are many, chief among which may be mentioned the black mamba, whose bite is said to cause a'most immediate death. The puff-adder ranks next, but although its bite is deadly, its movements are so slow as to greatly minimise the danger.

There is a great variety of birds. Those coming under the category of game would alone make a heavy list. Partridge, pheasant, quail, and pigeons are all well represented. The wild bustard, or "paauw" is a magnificent creature, sometimes standing five feet high, and showing an eight-feet spread of wing. Stilted birds, or long-legged waders, are in considerable force, while curlew and snipe, wild duck and geese abound by the lonelier rivers.

With respect to fish, much cannot be said at present. Of local varieties, there are sand and mud bream, barbel, and eels, and trout and salmon ova have been introduced in many of the streams.

The kloofs and river valleys teem with myriads of the most beautiful and delicately-coloured insects. The late Professor Henry Drummond, in his "Tropical Africa" dealt with this department of science, and the student would do well to study the work before commencing his researches.



(Plate I)

PRAYING MANTIDS (HOTTENTOT GODS)

*From the entomological point of view the insects of Natal—many as they are—are an unknown quantity, scarcely anything being known of their natural economy, their life cycles and habits; only a small portion of them having been systematically classified and described.

ENTOMOLOGICAL

The sections most generally worked are the Butterflies and Beetles—the well-trodden track of all English Entomologists. Recently, the more conspicuous moths have received

attention, but, among the other Orders, little, if any, systematic work has been, or is being done, and a wide field lies open for investigation.

The Department of Entomology is principally concerned with the interests of Agriculture and Commerce, in the development of which such radical changes have occurred during the past eight or ten years, that many troublesome insects have been



(Plate II.)

QUEEN MOTH (*Argema mimosæ*)

distributed through the world, and others, erstwhile the casual denizens of half-explored territories, have now become scourges to many countries.

Natal is usually credited, more particularly by its own inhabitants, with being full of insect pests. Undoubtedly they are numerous and include some of a destructive nature; still, they are not more numerous than is the case in many other countries with similar climatic conditions and, furthermore, there exist in those countries many pests, which, so far, have not found a footing in Natal.

The agricultural pests which do occur are, perhaps on account of the mixed farming which prevails, more felt by the community than is the case elsewhere: and, were it possible to limit the operations of the farm to a less number of branches, the effect of the pests which attack stock, trees, and crops, would not be felt so much as is now the case.

The accompanying plates illustrate several Natal insects which have been selected rather for convenience than effect; but which cannot fail to arouse some interest. Plate I. is devoted to a group of Praying Mantids, or, as they are more popularly known, "Hottentot Gods." These carnivorous insects occur in Natal in great varieties both of colour and shape; and feed voraciously upon other insects, as well as upon one another, when occasions arise. They gain their common name of Praying Mantids from the peculiar and devout attitude which they assume just before meals. According to an old legend, St. Francis Xavier, on seeing a Mantis moving slowly along with its forelegs raised as



(Plate III.)

NATAL COAST MOTH (*Lophostithus dumolinii*)

if in devotion, desired it to sing the praises of God, which it immediately did in a very beautiful canticle. But strictly speaking, it is more a "preying" than a "praying" insect, and is characterised by the remarkable front legs, the function of which is to seize and hold any hapless insect which may fall into its relentless clutches. Plate II. illustrates the handsome "Queen Moth" of Natal (*Argema mimosæ*), a beautiful sea-green insect, whose wings measure, when outspread, more than five inches from tip to tip. The caterpillars of this species feed upon the foliage of the Thornbush or Mimosa, and the silken cocoons which they spin are familiar to all visitors to Natal in the shape of the rattling anklets worn by 'ricksha boys, who gather the cocoons after the moths have emerged, place a few pebbles in them and close the holes by first moistening and then twisting up the loosened strands. Plate III. illustrates a very fine moth (*Lophostithus dumolinii*), found upon the coast of the colony. This moth gives an expanse of wing of over six inches from tip to tip.

(* Notes and plates by Mr. Claude Fuller, Government Entomologist).

By way of warning to sportsmen, it may be mentioned that a law for the protection of the various descriptions of game is in force in the Colony of Natal. Persons are prohibited, between the 16th August and 30th April (both dates inclusive), from hunting or killing certain varieties of birds known as the partridge, pheasant, dikkop, crane, wild guinea fowl, wild duck, wild geese, and turkey buzzard ; also hares, rabbits, and all varieties of the antelope species, such as the impala, reebok, boschbok, bluebok, klipspringer, duiker, eland, springbok, and imbabala. The

GAME LAWS

NATAL



hippopotamus (sea-cow), hartebeest, koodoo, reitbok, rooi reibok, steinbok, blesbok, red boschbok, oribi, paauw, koraan, crane, ostrich, and secretary-bird, all known as Royal Game, may not be killed excepting by special licence from the Governor, which can only be given between the 1st May and 15th August. The following insectivorous and other wild birds may not be killed except by express permission of the Governor for the purposes of scientific research, viz., locus bird (large or small) tick-bird (red beak), swallows (all varieties), wagtail, and white stork.

In Zululand the partridge, pheasant, koraan, and guinea fowl may not be killed between the 1st September and 31st March. The wild duck and paauw are similarly protected from the 1st October to 31st March. From the 1st September to the last day of February is the "closed" season

ZULULAND

for hares, rabbits, buffalo, waterbuck, wildebeest, gnu, koodoo, klipspringer, inhlegane, red buck (inkumbi), rheebock, steenbok, reithok, boschbok, bluebok, and duiker.

The following may not be killed without a written permission from the Governor, or Resident Commissioner: the elephant and white rhinoceros, the roan antelope, impala, oribi, and inyala, the quagga, zebra, eland, hartebeest, springbok, blesbok, ostrich, secretary-bird, and turkey buzzard.

The hippopotamus and black rhinoceros may only be killed on payment of £10 for each animal named in a special licence to be obtained from the Governor, or Resident Commissioner; but not more than two of each of these animals may be killed by the same person in any one year.

On game preserves, the killing of large game is prohibited, unless by special licence costing £10 per month, which can only be issued on certain conditions.

By reason of the fortunate position of Natal on the earth's surface, it is not only one of the most salubrious countries in the world, but it, as has already been pointed out in a general way, enjoys a scale of climates not often obtainable in one country, and in such a comparatively limited area.

CLIMATIC AND OTHER CONDITIONS

Being in the South temperate zone, about 230 miles at its northern point from the Tropic of Capricorn, its climates may be described as warm, temperate, sub-tropical, and in some cases cold.

The steppes, already described, rise from sea level to an altitude of two and a quarter miles above it, in the distance of little more than one hundred miles. The various climates of these steppes are clearly marked and defined, thereby rendering the Colony one of the finest of health resorts. At Pietermaritzburg, the capital, 2,218 feet, the average yearly TEMPERATURE is about 64°. At rare intervals, during a few days in Summer time, the temperature rises as high as 98°, while in Winter it sometimes falls as low as 28°. These, however, are occasional extravagances, for as a rule the mean is well maintained. At Durban the average is 69½°, and the extremes 98° and 42°. The average daily range does not exceed 20° however. In the Winter months frost is sometimes seen on the coast lands, even at the sea level. Snow storms occur yearly in the uplands, and, as already stated, snow-clad peaks are no uncommon sight upon the Berg.

Disregarding light showers the average number of rainy days in Durban is 52 in Summer and 21 in Winter. The number of thunderstorms averages 24 during the Summer and 5 during the Winter months, but of late the number of thunderstorms occurring in the neighbourhood of Durban has undergone a marked diminution.

Roughly speaking there are only two SEASONS in Natal, Summer and Winter. The former commences in October and ends with March. At midsummer the sun rises at five and sets at seven o'clock. At midwinter it rises at seven and sets at five. The twilight both in Winter and in Summer is exceedingly short. The Spring and Autumn are both brief, and so blended with the other seasons, as to be difficult of recognition.

METEOROLOGICAL.

TABLE OF MEAN VALUES AT DURBAN, TEN YEARS—1892-1901.

Year.	Mean Barometer.	Means of Temperature.			Mean Moisture.	Rainfall.	Mean Wind Force.	Mean Cloudi- ness.
		Max.	Mean.	Min.				
	Inches.			°	Grains.	Inches.	Unit.	
1892	30.066	80.69	71.90	62.01	6.10	38.37	1.38	50.9
1893	30.098	78.70	70.95	61.10	6.20	71.27	1.32	50.9
1894	30.114	79.00	71.50	61.20	6.10	37.27	1.35	47.9
1895	30.100	79.20	71.10	61.40	6.00	51.50	1.05	48.2
1896	30.114	81.10	72.80	62.90	6.18	39.63	1.01	46.2
1897	30.101	80.10	72.25	62.04	6.02	34.39	1.14	44.0
1898	30.103	79.25	71.43	60.67	5.79	42.48	0.94	40.8
1899	30.129	79.20	72.05	61.78	5.90	28.75	0.88	48.0
1900	30.100	81.00	73.19	62.82	6.06	27.24	1.02	47.1
1901	30. 20	79.02	71.30	61.45	5.93	55.54	.91	46.9

TABLE OF MEAN VALUES AT SUBSIDIARY STATIONS.

Subsidiary Station	Average Temperature for 5 Years.		Average Highest Annual Temper- ature.	Average Lowest Annual Temper- ature.	Average Annual RAINFALL for 5 years.
	Daily Max. (in shade).	Daily Min. (in shade).			
	°Fahr.	°Fahr.	°Fahr.	°Fahr.	Inches.
Stanger	81.0	60.2	108.8	44.6	38.09
Verulam	82.6	60.6	105.8	41.0	35.38
Greytown	78.7	56.2	96.2	31.8	33.26
Newcastle	78.1	52.2	101.3	27.4	33.70
Estcourt	78.8	50.1	99.4	26.0	27.93
Richmond	75.3	52.6	102.2	33.6	38.30
Port Shepstone ..	77.6	60.8	98.1	45.8	45.98
Maritzburg	79.8	53.0	106.0	32.0	33.80
Howick	77.1	48.7	100.2	24.8	31.08
Weenen	83.6	49.4	107.2	23.0	24.34

AVERAGE RAINFALL—TEN YEARS: 42.63 INCHES.

Distributed over:

January	4.23 Inches.	July	0.63 Inches.
February	4.65 ..	August	1.44 ..
March	4.94 ..	September	5.18 ..
April	3.47 ..	October	5.59 ..
May	1.75 ..	November	4.63 ..
June	0.92 ..	December	5.20 ..

The population of Natal including Zululand, in the year 1901, was: Europeans 63,821, (of whom fifty per cent. were born in the Colony); Natives 786,912; Indians and other Asiatics 74,385—a total of 925,118. Military, aliens, and refugees are not included. The new territories recently annexed represent approximately a further 8,000 white inhabitants, and 50,000 natives.

The **ENGLISH** settlers devote their energies chiefly to commercial, agricultural, and industrial pursuits. The **DUTCH** are mainly pastoral and agricultural workers. Most of the English occupy and cluster round the various towns and villages, while the Dutch affect the more outlying districts of the country.

PEOPLES



AN
INDIAN
GIRL.

B. W. Caney

There are also a good number of Germans, French Creoles, and other nationalities in the Colony.

The **INDIANS** are, generally speaking, taken from the labouring classes of their own country. Indian labour was introduced to Natal because the natives, who are not yet educated up to the necessity of daily toil, were so intermittent and unreliable as workers,

as to seriously jeopardise the Colony's agricultural prospects. Much was written against the introduction of coolie labour at first, but Colonists speedily came to appreciate



INDIAN FRUIT SELLERS, DURBAN

the advantage of a steady and reliable labour supply. Taken on the whole, the Indians have proved their value, and but little is now urged against them. The Indian population is under the especial care of an official called the "Protector of Indian Emigrants."



NATIVES

The NATIVES claim a more detailed notice, not only because of their numbers, but by reason of the absorbing interest which they naturally possess for every European. Their quaintness and simplicity, combined with their acuteness and shrewdness, is most remarkable.

The student of human character will find in their good nature, curious customs and methods of thought, a theme of the most profound interest. In them he will discover primitive man, unaltered almost by the innovations of later centuries. Combined in the most wonderful manner are the vices incidental to humanity, yet strange to say, by codes of their own, with which the white man has had nothing whatever to do, they have



B. W. Caney

NATIVES
AT
FOOD

established beneficial regulations, the wisdom of which will be at once admitted by the cultivated observer.

They are a splendid stalwart nation, loyal to England and to their benefactors, the colonists, and law-abiding. Life comes easily to them, and their wants being few and simple, they toil but little for their livelihood.

They pay a hut tax of fourteen shillings a year only, and can be truly described as a people without care. The amount paid by them to the Government in 1901 as taxes under the above heading, was £140,420 representing 200,612 huts. In marriage fees they pay about £2,000 per annum.

Under the heading of Productions will be found the amount of stock held, and land cultivated by them.

The total area of land occupied by natives in locations (exclusive of the Province of Zululand, the greater portion of which is used by natives) is 2,010,040 acres, scattered over eighteen of the twenty-six magisterial districts in Natal.

Their clothing, away from civilization, consists of the very scantiest garments or skins.

In their domestic life the natives appeal most powerfully to the interest of the Europeans. They are polygamists, and stand at this present juncture of their history in a curious position. Living as they do in the locations, and under the domination of their own



A KAFIR WITCH DOCTOR

B. W. Caney

chieftains, who are again subject to white magistrates, they follow the old patriarchal style of existence. Regarding women as mere creatures of their pleasure, it is difficult to make much headway in connection with their conversion to Christianity. Cattle are used by them as currency, and girls are bartered, but in such transactions there is nothing revolting, neither is the liberty of the subject materially interfered with. The transactions are as far removed from slavery as possible: for instance, if an old man possessing wealth desires to purchase a young girl who happens to have predilections elsewhere, it generally happens that the old man fails. Cases of coercion and oppression do occur, but perhaps not more frequently than amongst European communities. The amount of cattle given for a wife ranges, according to her station in life, from six to fifty head—the usual number being from ten to fifteen.

The Natal Zulu still believes in witchcraft, prophecy, love philtres, and such like. He is firmly fixed in his mind that the witch doctors and sangomas (female diviners) have power to bring rain, to trace spells of witchcraft, to heal by incantation, and to perform sundry other wonders and miracles. In his mythology he has as curious a collection of Spirits as ever had the old English, Irish, and Scotch. The inswelaboya (hairless one) is of these, and no end of mischief and terror are caused by his supposed ravages. The mahlosi, or guardian spirits of the dead, are supposed to enter the bodies of green mambas (a kind of snake). These reptiles take refuge in the weed-grown fences of the

kraals or villages, and are regarded as sacred. Now and again sacrifices of flesh are offered to the reputed guardians. At harvest times, the natives have a feast of first fruits, (somewhat analagous to the ancient festival of "Ceres") when numbers of maidens decked with flowers, cast offerings into the river, dedicating them to the Inkosizana (chieftainess). Their marriages are made occasions for rejoicing, beer-drinking, and a general gathering together. Oft-times the feasts terminate in tribal brawls and broken heads. Many other instances of the customs and superstitions of the natives might be given, but enough has been outlined to indicate the interest of the subject. The natives dwell in bee-hive huts, built in circles, the central portion of each kraal or village being occupied by their cattle. They are not great as workers of metal, but show an instinctive talent for wire-working, bead stringing, wood and bone carving, mat making, tanning and pottery. Some of their necessary household utensils display considerable artistic merit. They make good soldiers and policemen, having a keen sense of the necessity of discipline. During the Zulu War they were on more than one occasion distinguished for bravery in battle, when they ranged themselves with the whites against their own kinsmen.

The language of the natives is a beautiful and musical one, with the peculiarity that every word either begins or ends with a vowel, the penultimate syllable being invariably accentuated. The result is euphonious, and the language may be regarded as the parent aboriginal one of South, East, and Central Africa.



INTERIOR
OF 2
KAFIR
HUT

B. W. Caney

NATAL is divided into eight counties, namely, four on the Coast belt—ALFRED, ALEXANDRA, DURBAN, and VICTORIA; three in the Midlands—PIETERMARITZBURG, WEENEN, and UMYOTI; and one in the north of the Colony—KLIP RIVER County. All vary in climate according to situation and elevation above sea level. The coun-

ties are again divided into districts, each district being presided over by a Magistrate.

The following table gives the towns and villages in the several Counties, and the means of access thereto :

COUNTIES.	TOWNSHIPS.	VILLAGES.	RAIL OR POST CART ACCESS.
Alfred ..	Nil.	Port Shepstone Marburg Harding	South Coast Line. <i>Via Port Shepstone, Richmond.</i> <i>Post Cart from Port Shepstone or</i>
Alexandra ..	Nil.	Umkomaas (S. Barrow) Scottsburg Umzimto	South Coast Line. South Coast Line. Umzimto Bch. <i>via</i> Alexandra Jct. (South Coast Line.)
Durban	Durban (Seaport)	Sydenham Umgeni Isipingo Bellair Pinetown	Berea Suburb of Durban. North Coast Line. South Coast Line. Main Line. Main Line.
Victoria	Verulam	.. .. Tongaat (Victoria) Umhlali Stanger	North Coast Line. North Coast Line. North Coast Line. North Coast Line.
Pietermaritzburg	P.M.Burg (Capital)	.. .. Richmond <i>Byrne</i> *Stuartstown (Ixopo) Camperdown *Edendale *Bulwer Howick *Impendla Lidgetton Nottingham York Kirchdorf New Hanover	Main Line. Richmond Bch. <i>via</i> Thornville Jct. (Main Line). <i>Via Richmond.</i> <i>Post Cart from Richmond.</i> Main Line. <i>Post Cart from Pietermaritzburg.</i> <i>Post Cart from Pietermaritzburg.</i> Main Line. <i>Via Dargle Road (Main Line).</i> Main Line. <i>Via Nottingham Road (Main Line).</i> <i>Via Impolweni (Greytown Branch).</i> <i>Via New Hanover (Greytown Branch).</i> Greytown Branch Line.
Klip River	Ladysmith Newcastle Dundee	.. .. .. .. .. .. Van Reenen Pomeroy *Upper Tugela Charlestown	Main Line. Main Line. Dundee Branch, <i>via</i> Glencoe Jct. (M.L.) Harrismith Bch., <i>via</i> Ladysmith (M.L.) <i>Via Dundee.</i> <i>Post Cart from Ladysmith.</i> Main Line.
Umvoti ..	Greytown	.. .. Hermansburg Krautskop	Greytown Bch., <i>via</i> Pietermaritzburg. Greytown Bch., <i>via</i> Pietermaritzburg. <i>Post Cart from Greytown.</i>
Weenen	Nil.	Weston Estcourt Weenen Colenso	<i>Via Mooi River (Main Line).</i> Main Line. <i>Post Cart from Estcourt.</i> Main Line.

NOTE.—1) Refer to Index for pages opposite with each place.

(2) Access to the settlements in this column is gained by Post Cart where shown, otherwise by private conveyance.

* Railway communication either thereto or under consideration.

— The newly acquired territory in this column is not exactly defined at the time of writing, its towns and villages are not shown.

Zululand is not included in the foregoing. This Province is divided into the following Magisterial Districts: ESHOWE, EMTONJANENI, NQUTU, MAHLA-BATINI, NDWANDWE, UBOMBO, INGWAVUNA, UMLALAZI, LOWER UMFOLOZI, HALBISA, and NKANDHLA. Eshowe is the principal town, and the only other villages

are Melmoth and Nondweni. The first two places are reached by Post cart from Ginginhlovu (North Coast Branch Line, see page 170) and the last-named settlement, via Dundee.

GOVERNMENT

On the 20th July, 1893, Natal was constituted a self-governing Colony, with Upper and Lower Houses of Parliament. The Legislative Council, as the Upper House is termed, consists of twelve members chosen by the Governor in Council. Five of these members must belong to Durban, Victoria, Alexandra, and Alfred Counties; three to Pietermaritzburg and Umvoti Counties, three to Weenen and Klip River Counties, and one to the Province of Zululand. Not more than two members may be chosen from the same county. The Governor appoints one of the twelve members as President of the Council. The Lower House, or Legislative Assembly, consists of thirty-nine members, chosen by election of the people. Any person who is a



A PAIR OF LOVERS

Trappists



W. Watson-Robertson

SIR HENRY EDWARD MCCALLUM, R.F., A.D.C., K.C.M.G.,
GOVERNOR OF NATAL AND ZULULAND

THE NATAL MINISTRY
YEAR 1902.



THE HON. C. J. SMYTHE.
Colonial Secretary
and Minister of Education.
THE HON. H. D. WINTER,
Minister of Agriculture.

THE HON. SIR W. ARBUCKLE,
President of Legislative Council.
THE RT. HON. SIR ALBERT HIME,
R.E., K.C.M.G.,
Premier and Minister of Lands and Works.
THE HON. SIR J. LIEGE HULETT, J.P.,
Speaker of Legislative Assembly.

THE HON. GEO. PAYNE,
Colonial Treasurer.
THE HON. F. R. MOOR,
Secretary for Native Affairs.

qualified elector may become a member of the Legislative Assembly. Electors are men over twenty-one years of age, who possess property to the value of £50, or who rent property of not less than £10 per annum. Lodgers who have resided for three years in the Colony, and have incomes of not less than £96 per year, are also qualified electors.

Every Legislative Assembly exists for four years. All Bills dealing with the revenue or expenditure of the Colony must originate in the Legislative Assembly. The Upper House may accept or reject any Financial Bill passed by the Legislative Assembly, but may not alter it. A sum not exceeding £21,700 is payable yearly to the Imperial Government by the Colony; £10,000 of this amount is set apart for the promotion of the welfare and education of the natives; the rest is devoted to the payment of official salaries and pensions. The Governor names such offices as he thinks fit, not being more than six in number, to be "Political offices." The Governor further appoints Ministers to hold these offices during His Majesty's pleasure, or until the Ministry ceases to command a majority of supporters in the Parliament. Every Minister must be a member of the Legislative Council, or of the Legislative Assembly, but not more than two Ministers may be members of the Legislative Council. A Minister may sit and speak in both houses, but he may vote only in the House of which he is a member. In Natal there are now six officers forming the Cabinet, as follows: first, Premier and Minister of Lands and Works; second, Secretary for Native Affairs; third, Colonial Secretary and Minister of Education; fourth, Colonial Treasurer; fifth, Minister of Agriculture; and sixth, Minister of Justice.

The Hon. Sir William Arbuckle is President of the Legislative Council.

The Hon. Sir Walter Francis Hely-Hutchinson, K.C.M.G., assumed the office of Governor in 1893, and was the first representative of Her late Majesty appointed to Natal under the form of Responsible Government. He was succeeded by Sir Henry Edward McCallum, R.E., A.D.C., K.C.M.G., in 1901.

The following is a complete list of the Governors of Natal since its establishment as a Colony:

Martin West	..	..	..	..	..	Lieutenant-Governor	1845
Benjamin C. C. Pine	..	..	..	..	..	"	1850
John Scott	..	..	..	..	..	"	1856
J. Maclean	..	..	..	..	..	"	1864
Robert W. Keate	..	..	..	..	..	"	1867
Anthony Musgrave	..	..	..	..	..	"	1872
Sir Benjamin C. C. Pine	..	..	..	..	..	"	1873
Sir Henry E. Bulwer	..	..	..	..	..	Governor	1875
Sir Garnet J. Wolseley	..	..	..	..	..	"	1880
Sir George Pomeroy Colley	..	..	..	..	..	"	1880
Sir Henry E. Bulwer	..	..	..	..	..	"	1882
Sir Arthur E. Havelock	..	..	..	..	..	"	1886
Sir Charles B. H. Mitchell	..	..	..	..	..	"	1889
The Hon. Sir Walter F. Hely-Hutchinson	..	..	..	..	..	"	1893
Sir Henry Edward McCallum, R.E., A.D.C., K.C.M.G.	..	..	..	..	..	"	1901

Roman-Dutch Law is the recognised code for the Europeans of the Country, while English precedents are often quoted in the Courts. The rights and

LAW AND COURTS

duties of natives are, for the most part, regulated by native law, which has been carefully codified, it being necessary, for the present, that they should remain, in many respects, upon a different footing to the other sections of the community. Indian emigrants are introduced into Natal



Russell & Sons

SIR WALTER PEACL, K.C.M.G., AGENT-GENERAL FOR NATAL

under special laws and regulations for their protection, and for securing the proper carrying out of the indentures executed in India.

The laws are administered by three Judges, who visit in turn each circuit of the Colony, and sit as a supreme Court at stated intervals. The Inferior Courts are presided over by Magistrates. There is also a Native High Court, consisting of three Judges, for the administration of justice amongst natives.

EDUCATION

The subject of Education has received constant and unremitting care and attention from Government. Until the 1st January, 1878, this important department was under the immediate control of the Governor in Council, whose chief executive officer was the Superintendent of Education. From that

date a Council of Education was appointed, and continued in office for sixteen and a half years. By the promulgation of Law 5 (1894), the Council was abolished, and the functions of the department vested in a Minister of Education.

When the Council was appointed, the annual attendance of children at all Government and aided schools was 2,501, and the annual expenditure about £8,800. In 1901 the number of European children regularly attending schools was 12,509, of which 6,174 were boys and 6,335 girls. At native schools, the attendance was 11,071, and Indians 3,533, while the expenditure was £51,429 for Europeans, £6,593 for natives, and £2,719 for Indians, making a total of £60,741.

At present the chief executive office is held by a Superintendent of Education, assisted by five inspectors and four clerks.



SIR HENRY BALE, K.C., CHIEF JUSTICE OF NATAL

W. Watson-Robertson

A scheme for aiding farm-house schools was established in 1887. In the following year there was only one examination centre. In 1889 there were thirteen centres with a total of 133 pupils, and in 1901 there were 189 schools and 672 pupils.

A sum of £4 for the upper standards, and £3 for the lower is paid to parents on behalf of every child who resides at least five miles from a Government or aided school and is found on examination to have been properly taught during the preceding twelve months. Examination centres are formed at any place where no fewer than ten children can be got together. The Superintendent of Education reports that the system is working well.

In the Colony there are altogether 281 European schools, and 196 for natives. The former comprise 33 Government schools, 50 fixed aided schools, and 189 farm-house schools. The grants to the native schools during the year 1901 amounted to £6,353. The natives themselves spent on the schools a further sum of £1,176.

As shown elsewhere throughout this volume, there are numerous high-class educational institutions, such as the colleges at Maritzburg, Balgowan, Weston, Hilton, and elsewhere, while in the two main centres, Maritzburg and Durban, Young Ladies' Collegiate schools, Academies, Government High, Model, and Primary Schools and many other such establishments, most amply provide for the scholastic requirements of the Colony.

Railways pierce the Colony in all directions, and represent a total length of about 680 miles. Direct connections are afforded to all the other South African Colonies. *The quickest and most picturesque route to the Rand, and other portions of the Transvaal, is via Natal.* The Part devoted to the Review of the Railways from earliest times, will be found of especial interest. (See page 274).

RAILWAYS

GARRISONS, VOLUNTEERS, MOUNTED POLICE

British Garrisons are established at Pietermaritzburg, Ladysmith, Dundee, and Newcastle, in Natal; and Eshowe, in Zululand. In addition to these, the defence of the country is ably supplemented by the Natal Volunteer and Mounted Police Forces.

Natal's Volunteers have a stirring and interesting history. They were the first on record throughout the Empire to take part as regularly appointed troops against an enemy. On several occasions, and never more conspicuously than during the recent Boer War, they have gained distinction, and are markedly efficient in all particulars, alike as regards drill, marksmanship, and every soldierly requirement. Brigadier-General Sir John G. Dartnell, K.C.B., was for a considerable time the Commandant, and much of the success which has attended the career of the Force is to be attributed to his tact and skill.

After twelve months' excellent service in the field, the Volunteers were demobilized on the 9th October, 1900, but a composite Regiment of some 300 officers, non-commissioned officers, and men remained in the field, at first under the command of the late Lieutenant-Colonel R. W. Evans, and afterwards of Lieutenant-Colonel Bede Crompton. The Mounted Regiments and the Natal Field Artillery were again called upon for service on the 18th September, 1901, owing to a threatened invasion of the Colony by the Boers under Commandant-General Louis Botha. The threatened raid, however, proving unsuccessful, the Volunteers were again demobilized, on the 16th October, 1901.

In April, 1902, the Volunteer Composite Regiment, being still in the field, was considerably augmented, and a second regiment of similar character was raised, under the name of the Natal Mounted Infantry, the command being entrusted to Lieutenant-Colonel F. Addison, V.D.

The total strength of the Volunteer forces of the Colony on the 31st December, 1901, was 1,759, made up as follows:—Staff, 18; Naval Volunteers, 135; Mounted Rifles, 985; Field Artillery, 97; Infantry, 455; Medical Staff Corps, 14; Veterinary Corps, 8; Reserve, 47.

The "Natal Volunteer Record" obtainable at any book-store in Natal, is recommended to those who may be interested in the Volunteer Forces, and the splendid part played by them, especially during the recent war.

Since the establishment of Responsible Government, a reconstruction of the Mounted Police System has been brought about throughout the Colony by the consolidation of the various forces. Over one hundred stations have been established in different parts of the country, and the

Natal Police Force, as it now stands, has a strength of 630 European Officers and men and 1,000 Natives. In addition, but exclusive of these numbers, there are efficient forces of Railway Police and Water Police at the Point; the various Gaols throughout the Colony are also under control of the Chief Commissioner of Police. The Force is an efficient protection against risings in the Colony, and at the same time acts beneficially and thoroughly in the suppression of crime.

An excellent system of Municipal Government is in vogue in the principal towns, by which Councils, elected by the Burgesses, control all matters of local concern.

MUNICIPAL SYSTEM

The Postal System extends to every town, village, and settlement in the Colony. Telegraph wires connect all the centres of the Colony



BRIGADIER-GENERAL SIR JOHN G. DARTNELL, K.C.B.

A. J. K. Kerr

POSTAL AND TELEGRAPH SYSTEMS

with each other, and with the rest of South Africa. The total length of line and wire in the Colony at the end of 1901 was 1,512 and 3,794 miles respectively. Four Submarine Cables afford the means of communication with the outside world—two from Cape Town via West Coast, and two from Durban, one via

the East Coast and one via Mauritius and Cocos Islands to Australia.

The Inland Letter Rate in Natal, and between Natal and the Cape Colony, Transvaal and Orange River Colony, is 1d. for every half ounce, or fraction thereof.

The Telegraph Rate is one penny per word, with a minimum of one shilling; cypher or code telegrams are charged 50 per cent. above ordinary rates. Cablegrams to Europe via East or West Coast Routes are charged for at 3s. per word, and to Australasia from 2s. 3d. to 3s. 8d. per word.

PRESS

Natal is well supplied with newspapers. Durban and Pietermaritzburg each issue dailies, both morning and afternoon, the "Natal Mercury" and the "Natal Advertiser" in the former town, and the "Natal Witness" and the "Times of Natal" in the City. In addition weekly mail editions of several of the daily papers are printed for Colonial and Home circulation. The Natal Press is kept in touch, by telegraph and cable, with all incidents of local, home, and foreign importance or interest, both Reuter's and Special News Agencies being employed. Independently of the foregoing, Durban produces one weekly journal, "The Prince," and Pietermaritzburg a Dutch bi-weekly, the "Natal Afrikaner." The "Dundee and District Advertiser" and the "Newcastle Advertiser" are published weekly in the towns from which they take their respective names.



TEA
PLANTATIONS

SOCIAL CONDITIONS

These are exceedingly good, and, whilst the "class" distinctions are not so extreme as in the Mother country, yet there is a due and proper regard for those traditions which have produced the tone and culture that are the features of English Society to-day. It might also be added that the utmost religious liberty prevails, and adherents of all denominations will have no difficulty in finding congenial church or chapel society throughout the colony.

Statistics in connection with the revenue and expenditure of Natal, from the years 1859 to 1902, form an interesting object lesson on the progress of

FINANCE

a new land. In reading these figures, it must always be remembered that, from the first named year till 1870, the Colony was more or less hampered by peculiar circumstances. From 1870 till about 1886, the discovery of gold and diamonds in the neighbouring States imparted a fillip to the industries of the people. From 1886 to the present time, a new epoch may be said to have commenced, as the following list will show —

REVENUE AND EXPENDITURE FROM 1859 TO JUNE 30, 1902.											
REVENUE.				EXPENDITURE.							
	£	s.	d.		£	s.	d.		£	s.	d.
1859	50,082	19	4	1859	47,128	0	2				
1860	77,480	8	2	1860	73,002	8	10				
1861	107,405	6	9	1861	113,400	3	9				
1862	98,086	0	3	1862	83,886	2	6				
1863	110,042	5	0	1863	94,033	10	10				
1864	151,049	9	10	1864	137,979	16	11				
1865	118,146	15	4	1865	100,153	8	10				
1866	94,884	13	9	1866	126,067	18	7				
1867	96,780	18	11	1867	118,328	13	3				
1868	95,762	1	11	1868	117,255	11	5				
1869	111,231	19	7	1869	108,406	10	4				
1870	120,293	3	0	1870	117,000	10	8				
1871	125,628	6	6	1871	118,657	1	3				
1872	180,498	12	7	1872	132,078	3	5				
1873	207,392	1	9	1873	173,277	15	11				
1874	247,259	5	10	1874	306,364	14	0				
1875	260,271	8	2	1875	307,025	14	2				
1876	265,551	15	4	1876	261,933	17	4				
1877	272,473	12	10	1877	283,823	12	8				
1878	360,383	10	10	1878	387,067	13	1				
1879	473,478	1	6	1879	491,609	10	6				
1880	582,715	1	0	1880	477,100	15	5				
1881	439,583	2	1	1881	394,854	6	1				
1882	657,737	13	9	1882	659,030	10	3				
1883	620,496	10	8	1883	697,264	10	3				
1884	610,936	18	9	1884	707,527	18	3				
1885	662,915	0	4	1885	774,158	10	0				
1886	600,177	17	0	1886	717,414	12	10				
1887	924,840	13	4	1887	689,572	17	0				
1888	900,614	0	0	1888	781,471	13	0				
1889-90	1,507,788	9	0	1889-90	1,444,963	18	3				
1890-91	1,318,760	1	0	1890-91	1,393,895	13	2				
1891-92	1,392,455	5	5	1891-92	1,280,964	15	8				
1892-93	1,096,678	6	2	1892-93	1,099,858	7	7				
1893-94	1,011,116	18	5	1893-94	1,082,373	1	8				
1894-95	1,169,780	15	1	1894-95	1,148,093	14	4				
1895-96	1,457,338	2	9	1895-96	1,282,484	5	8				
1896-97	2,213,074	1	5	1896-97	1,624,998	5	4				
1897-98	1,954,314	18	11	1897-98	1,812,318	3	8				
1898-99	2,081,349	4	10	1898-99	2,147,601	16	1				
1899-1900	1,886,710	2	1	1899-1900	1,990,522	7	0				
1900-01	2,970,741	16	11	1900-01	2,480,932	6	3				
1901-02	3,439,820	0	0	1901-02	3,007,600	0	0				

The existing Public debt of Natal is £12,519,143, against which there was, at the end of the financial year (30th June, 1902), an accumulated sinking fund of £392,947. By far the greater part of the first-named sum has been expended on Public Works of a re-productive and permanent nature.

Under the heading of Railways, as is shown in the section dealing with that subject, there are 679 miles of line completed within the Colony.

The next public work of great importance in the Colony is that of Harbour improvements.

These have formed the theme for much controversy, but the fact remains that a comparison of the condition of the Harbour as it is to-day, with its facilities ten years ago, will reveal a vast advance. The Colony is now provided with a service of tugs, dredgers, wharfage, and other accommodation of a most efficient description.

Of Roads, Bridges, and Public Buildings, it can be said with truth that the Colony is in no respect behind hand. Considering the size of the country and its population, it is something to be able to state that of roads, over 4,600 miles are open and kept in repair. This, in a hilly and mountainous land, is a good record.

Nearly all the important rivers are well and strongly bridged, both for road and rail traffic.

Under the heading of Public Buildings, there has been a considerable amount of expenditure, in order to provide suitable accommodation for magistrates, post and telegraph offices, and other necessary Government buildings.

Crown lands amounting to about 1,500,000 acres in Natal, and 6,000,000 in Zululand, valued at 10s. per acre, still remain unsold. This valuation may, however, be under the mark, as the lands sold recently have realised an average price of 12s. 6d. per acre. Location and Mission Reserve Lands representing large areas

of the Colony, alienated from the Government, are vested in trusts for the natives.

In addition to the above, many other important assets, either directly productive or indirectly bearing on the revenue, might be mentioned, but enough has been outlined to indicate the solid position of the Colony from a financial point of view.

The Imports for 1902 were £13,317,445, of which £3,148,014 were for adjacent States.

COMMERCE

The Exports including goods to the value of £5,783,578, sent Overland, amounted to £9,156,368, Colonial products accounting for £1,476,600.

The re-opening of trade with the Transvaal was shown by the fact that goods valued at £5,361,064, were sent to that Colony during the year 1902. During the year 1898, the last complete year under the Boer Government in which trade was uninterrupted, the exports of the Colony to the South-African Republic reached the sum of £1,122,783.

TABLE OF SHIPPING AND TRADE OF THE COLONY.
FROM 1883 TO 30TH JUNE, 1901.

Years.	Shipping in Tons.		Value of Imports.	Customs Revenue.	Value of Exports.
	Inwards.	Outwards.			
1883	232,097	231,892	£1,751,107	£221,044	£731,809
1884	210,181	212,604	1,675,850	161,476	831,747
1885	195,260	193,143	1,518,557	179,907	957,918
1886	196,651	196,183	1,331,115	140,401	960,290
1887	235,485	231,306	2,263,920	231,411	1,056,959
1888	364,820	362,237	2,890,468	290,084	1,417,871
1889	439,910	431,216	4,527,015	369,461	1,656,318
1890-91	498,310	494,142	3,620,800	273,028	1,218,413
1891-92	565,424	503,176	3,690,734	300,103	1,377,085
1892-93	599,272	593,430	2,456,562	215,631	1,370,335
1893-94	647,409	654,648	2,171,322	190,542	1,184,050
1894-95	732,997	730,925	3,370,022	189,930	1,216,430
1895-96	896,391	892,998	3,550,125	265,370	1,551,358
1896-97	1,224,841	1,200,583	6,418,266	413,390	1,794,249
1897-98	1,216,814	1,226,284	5,271,757	383,813	1,672,368
1898-99	1,339,355	1,341,122	5,500,943	430,917	3,264,389
1899-00	1,414,586	1,388,090	5,317,731	500,415	1,333,078
1900-01	1,561,963	1,528,593	7,187,887	797,411	*2,281,455

* Including 4061,036 Overberg.

Natal, considering her area and population, stands fairly well in these respects. At the time of writing there were thirty-six sugar mills, ten distilleries, forty-six grist mills, thirty-one saw mills, thirty-five aerated water factories, three rectifiers and compounders, two methylated-spirit makers, forty-two wagon-making establishments, ten wood-turning machines, sixty-nine brick and tile

INDUSTRIES,
MANUFACTURES,
MINES, &c.

works, one brewery, one arrowroot-mill, three tanneries, eighteen confectionery and preserve factories, eighteen wattle bark-cutting machines, fourteen tea and coffee mills, ten bone-crushing machines, one woollen factory, twenty-seven iron works, seventeen coal-mines, three lime works, twenty quarries, two wool-washing mills, fourteen sausage factories, one ham and bacon-curing factory (not now working), fifteen ice and refrigerating establishments, eleven stone-cutting, polishing, and monumental works, six ship and boat building establishments, four sail and tent-making establishments



SUGAR CANE FIELDS

eighteen furniture and bedding factories, nineteen printing and bookbinding establishments, three lithographing and die-sinking establishments, nineteen saddlery and harness-making establishments, ten electric light works, eleven cycle works, one billiard-table factory, three dye-works, one explosives factory, three match factories, two soap and candle and one Venetian-blind works, five establishments for manufacturing jewellery, one fibre factory, and thirty-two small boats and seven steam-trawlers engaged in the fishing industry. The foregoing figures include Zululand.

The total amount of land under tillage in the Colony has been calculated, as nearly as can be ascertained, to be 708,365 acres. This, of course, is

PRODUCTIONS

exclusive of land used for grazing and wool-producing purposes. Of this total area, the whites cultivate, in a close and systematic manner, 197,359 acres, while the natives are roughly estimated to till, in a desultory and spasmodic fashion, about 469,494 acres, the most of which is under

mealies and kafir corn, 216,526 acres being devoted to the former, and 177,372 to the latter crop. Some 41,512 acres are cultivated by Indians.

The total production of mealies for the Colony in 1901 was 1,351,045 muids, and of kafir corn 702,153 muids.

Sugar cane ranks next as a leading crop, 28,440 acres being approximately the amount under it, of which 26,935 acres are cultivated by Europeans, 215 acres by natives, and 1,290 by Indians. The cane grown by natives is not crushed for sugar. The yield of sugar per acre (Europeans) averages 1.32 ton, and Indians 0.7 ton. The price, of course, fluctuates, but £19 per ton may be taken as a fair average.

Tea follows, with an acreage of 4,027 by Europeans, and 80 by Indians. The return for the year 1901 was 1,710,150 lbs. by Europeans, and 10,000 by Indians, valued at 9d. per lb.

A very large area of land has recently been planted with wattle trees, and in 1901 the yield of bark (principally exported) was 14,132 tons, valued at about £70,000. Following these, tobacco, cereals, vegetables and other minor products are in evidence.

Owing to the Boer War, the export of wool was very low, only amounting to 2,522,341 lbs., as compared with 24,292,777 lbs. in 1898.

With regard to coal, the total output during 1901 was 569,200 tons, valued at the pit-mouth at £549,439. Of this, 247,166 tons were bunkered, 57,622 tons exported (including 1,440 tons to the Orange River Colony and 425 to the Transvaal), and 146,234 tons were consumed by the Natal Government Railways, leaving 118,178 tons for local use. In 1902 the total output was 592,752 tons.

Hides, skins, and Angora hair constitute fluctuating but yet important items.

Sub-tropical fruits are extensively cultivated near the coast. Bananas appear to be the staple product, and it is estimated that there are from 1,200 to 1,500 acres under them. The Rand affords a large market, and a good over sea export trade is done. A very considerable traffic in pineapples is also carried on. The Malvern district is the chief cultivating centre in the Colony for these fruits. Naartjes and oranges flourish luxuriantly in many parts of the country, but the culture of other citrus fruits, such as lemons, shaddocks, and limes, has not been systematically undertaken.

Many other productions might be mentioned, but enough has been set down to indicate something of the scope and nature of the Colony's capabilities. To skilled handicraftsmen and workers, large possibilities are offered in fibre and silk-culture alone. Owing to the altitudinal and climatic conditions of Natal, there are scores of other items of use and luxury, which might, and doubtless will, be developed with advantage in the coming years.

The subject of Colonial productions alone would be sufficient to warrant the compilation of a volume to itself. In dealing with it, it is necessary

GENERAL REMARKS AS TO COLONIAL PRODUCTIONS

to bear in mind that the Colony stands but on the threshold of her storehouse. The superficial thinker and writer is too apt to judge of the possibilities of the country's future by its past. This is so manifestly wrong as to require

but little comment. Nevertheless, before approaching a theme which is as interesting as vital, it is necessary to point out the heavy disabilities arising from the inhabitation by savages of frontier States, and the great disruptions of war, which have had either to be removed or lived down before the resources of the land could be grasped and utilised commercially. These have stagnated in a great measure

the efforts of those by whose toil market and other centres might have been created. In years past, for purposes of mutual protection, the bulk of the farmers clustered round the two main towns, while wide stretches of fertile outlying land lay fallow. With the limited local consumption and extensive importing facilities, manufactories of raw local material were heavily handicapped. The few who had sufficient enterprise were, for the most part, not only inexperienced, but devoid of capital. The result was what might have been expected. One by one, industries were taken up and abandoned from no fault of the country, the productions, or the people. Coffee, arrowroot, eucalyptus oil, tanning, and many other industries were for a time shelved, to be recommenced later on under more favourable auspices. To-day some of these abandoned industries



BANANA AVENUE

B. W. Carey

are in full swing, but with what a difference! Skilled labour, efficient machinery, increased purchasing power, a peaceably settled country, and a wider field of operations, combined with rapid means of communication provided by the Railway system, place success within the grasp of those who have sufficient energy to attain it.

In connection with stock, it is somewhat difficult to give more than an approximate number. According to the Blue-books, the Europeans and Afrikanders of Natal own, of horned cattle, 214,777; Angora goats, 58,654; ordinary goats, 13,178; sheep, 490,098, permanently located in the country: horses, 27,968; pigs, 16,564; mules, 1,638. The natives of Natal are estimated to own of horned cattle, 238,577; goats, 348,372; horses, 24,835; pigs, 40,006; sheep, 99,210.

STOCK

Being an agricultural and pastoral race, whose principal articles of diet are maize, kafir corn, milk and beef, they have a considerable annual production to cover local consumption.

The total figures for the Colony (Europeans, Natives, and Indians) are : Cattle, 456,903 ; donkeys, 1,496 ; goats, 432,936 ; horses, 53,702 ; mules, 1,683 ; ostriches, 1,071 ; pigs, 59,047 ; sheep, 589,572.

In 1896 the figures for horned cattle reached 738,732 but rinderpest, during 1897, reduced the total to 338,520, which includes the province of Zululand, annexed to Natal on the 30th of December, 1897. In 1898 and 1899, the figures were respectively 278,558 and 281,594.

The interests of agriculture are well represented in the Legislative Assembly, and a

DEPARTMENT OF AGRICULTURE

permanent head of the Agricultural Department has recently been appointed, under the title of Director of Agriculture. This Official (Mr. A. N. Pearson) has had considerable experience in all branches of agricultural

development, and it is hoped that, under his guidance, the Colony will advance, as far as agriculture is concerned, at a much quicker pace than has been the case in the past.

Steps are being taken for the establishment of Government Experimental Farms, in the neighbourhood of Maritzburg and on the Coast ; and a scheme of afforestation is also under consideration. A Pomologist, too, will shortly be appointed for the purpose of assisting in the development of the fruit industry, with a view to the creation of an export trade. Assistance is also rendered to fruit growers desirous of fumigating their trees, and for this purpose fumigating apparatus is kept in stock by the Government.

The Dairy Industry is in charge of an expert, who has but lately completed a tour through America and Denmark, as well as Great Britain, with a view to making himself acquainted with the latest details of working dairies and factories in those portions of the world.

The Government Entomologist has been able to render great assistance to the farmers and fruit growers of the Colony, in checking and coping with the pests incidental to agriculture, as well as in keeping down the locust plague, concerning which, no doubt, united action will be taken before long by all the South African Colonies and States.

Analyses of soils and experiments with manures are undertaken by the Department.

Irrigation works are being carried out, both by the Natal Native Trust, and by the Department, that undertaken by the latter being in the neighbourhood of Weenen, where some 20,000 acres are being rendered capable of irrigation.

Communication with the agricultural community, not only of Natal, but of other Colonies and countries, is kept up by the "Agricultural Journal," a fortnightly publication run under the auspices of the Department.

Seeds are obtained by the Agricultural Department for trial from all portions of the world, and distributed free to farmers ; and, during the last season or two, a local rust-resisting variety of oats has been successfully distributed all over the Colony.

Experiments connected with the cause and cure of Disease in Stock of all kinds, and investigation work generally, are being undertaken at the Laboratory, Allerton, near Pietermaritzburg, by the Government Bacteriologist and Director of the Veterinary Department. The principal attention of the Government Bacteriologist is at present being given to Rinderpest, Horse-sickness, Blue-tongue in sheep, and Lung sickness investigation.

For several years, Trout Ova have been introduced from the United Kingdom, and from the Cape, for placing in the rivers of the Colony, and the importation has been sufficiently successful to justify its continuation.

Coal Mining is an important and growing industry. As already stated the output of coal during the year 1901 was 569,200 tons, of the approximate value of £549,439. No fewer than 3,750 persons were employed in the producing collieries, the total being made up of 193 Europeans, 1,245 Indians, and 2,312 Natives.

DEPARTMENT
OF MINES

Several new collieries are in course of development, and the existing collieries are equipped in such a way that a large increase in the output may shortly be expected.

All the collieries are situated in Klip River County, but an extensive coalfield, on the Zululand Coast, is awaiting the Railway, which is now being rapidly extended to it.

Gold mining and prospecting have gone on for many years in the Colony, but, though the metal is widely distributed, both in banket and quartz reef formation, no permanent gold-mining industry has yet been established. Much prospecting is still going on, and one small mine is being worked.

During 1901, Syndicates were formed for the purpose of dredging rivers for gold, but, up to the present, there has not been much time for dredging machinery to be erected.

Development of copper, lead, and mica deposits is being carried on in Zululand.

The terms of the Mining Law (the Natal Mines Act of 1889) are very liberal, the charges for claims during the prospecting stage, being, approximately, 1s. 3d. per acre per annum, in the case of gold, copper, lead, mica, and other similar minerals: and 3d. per acre in the case of coal, stratified ironstone, limestone, slate, and soapstone, when a very slight labour condition is observed. If the labour condition be abrogated, the charges are 4s. 6d. and 10d. per acre respectively. In the mining stage, *i.e.*, when the mines are producing, the charges are 14s. and 4s. 11d. per acre with a Royalty, in addition, of 1½ per cent. on the value of the mineral at the mine.

The Mines Department consists of a Commissioner of Mines (Mr. C. J. Gray), and three District Officers, who are both Deputy Commissioners and Inspectors of Mines; six Drill Superintendents; and the necessary staff of clerks. The Department, in addition to the collection of revenue from claims, licences, and so on, administers the Mining Law and carries on drilling operations for minerals and water. Most of the drilling work is done at practically cost price for private persons or syndicates. The plant at present comprises two steam diamond-drills, three hand diamond-drills, and two chisel-drills. An increased number is contemplated.

ZULULAND. For general information regarding Zululand, see pages 170 and 172.

USEFUL INFORMATION FOR EMIGRANTS.

AGENT GENERAL IN LONDON.

Sir Walter Peace, K.C.M.G., a colonist of many years standing, is the Agent-General for Natal. His office is at 26, Victoria Street, Westminster, London. Those who contemplate settling in the Colony and desire any information or advice, or general emigration particulars, would do well to communicate with him.

OCEAN LINES OF STEAMERS.

The steamship services with Natal, via the West Coast of Africa, are frequent and quick.

The Union Castle Line runs a weekly service, the fares ranging from 12 to 20 guineas third class; 26 to 33 guineas second; and 34 to 51 guineas first class, according to description of boat and quality of accommodation.

The "Natal" (King and Sons) and "Aberdeen" (Rennie and Sons) Lines of direct Steamers have fortnightly sailings, the fares being 33 guineas first, and 20 guineas second class.

The German East African Line of Steamers run via the East and the West Coast. The passage rates by the West Coast route are from £12 10s. third; £26 5s. second; and £38 5s. first class. An addition of £4 to £5 is made by the East Coast route.

There are also constant sailings either direct, or via Cape Town, to and from India, Australasia, America, and other parts of the Globe.

CUSTOMS, LUGGAGE, CONVEYANCES, HOTEL ACCOMMODATION, &c. (DURBAN. PORT NATAL.)

Personal luggage is admitted free. Other articles are dutiable according to tariff.

Passengers should have each package legibly addressed in order to facilitate the passing of the same by Customs' Officers.

Those wishing to forward their luggage, &c., by rail, should make application to the Station Master or a representative, who will be in attendance on arrival of the vessel, or tender, at the wharf.

Trolleys to take luggage from the Point to the Town of Durban are provided by a number of firms.

Trams run at frequent intervals between the Point and Durban, and a train leaves Point at 5 p.m. daily, except Saturdays and Sundays.

A plentiful supply of cabs and jinrickshas will also be found at the Point.

The plan of Durban at page 17 gives a list of some of the principal hotels in the Town. There are also a number of other good Hotels and Boarding-houses. The daily tariff at the former varies from 8s. 6d. to 12s. per day, and the rate at the latter may be put down at between £6 and £8 per month. At the best class of hotels and boarding establishments the cost of living is of course somewhat higher.

THE RAILWAYS OF NATAL.

PAST, PRESENT, AND FUTURE.

In the year eighteen hundred and sixty, there was born in Natal an Infant Railway. This was the two mile line stretching from the Point to the town of Durban, and the first of its kind to see light in Africa. The "Garden Colony" has thus the honour of pioneering in this vast and alluring continent the most colossal vehicle of commerce, and the most potent of civilizing powers. The early career of this child-line was perplexed with many tribulations; it not infrequently happened that the two small engines which composed its locomotive strength were indisposed together,

THE INFANT LINE

and upon these distressing occasions the trains had to be *pushed along* by the natives. Nor were the staff unacquainted with its troubles—often they would receive their wages in groceries and other necessities of life by orders on indebted tradesmen; often they would be obliged to wait the return of the Manager from certain debt collecting expeditions, and the consequent replenishment of the coffers. Notwithstanding all its trials, however, the little line grew in length, strength, and favour, and by 1874 six miles were in existence, an additional four miles having been laid along the North Coast from Durban to Umgeni.

So materially did the Railway prodigy develop the trade of the Colony, increase in popularity, and prosper to its promoters' satisfaction, that whereas the revenue for the year 1869 was £7,459, expenditure £5,299, profit £2,160; in the corresponding period of 1874, the revenue had reached £21,103, the expenditure £11,901, giving the respectable profit of £9,202 on the year's working, while during the same six years the liabilities were reduced from £12,695 to £2,390. Then the Government rose to the command of the enterprise.

On New Year's Day, 1876, Sir Henry Bulwer, at that time Lieut.-Governor of the Colony, turned the first sod of the Government system of Railways.

GOVERNMENT SYSTEM

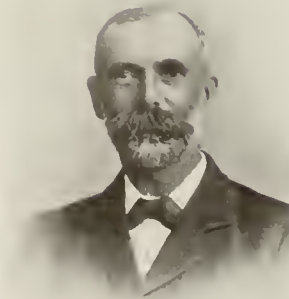
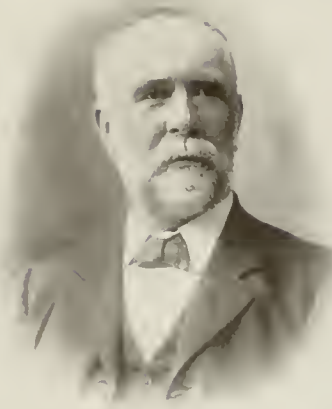
A few years later the child-line was purchased by the Government for the sum of £40,000. The change in ownership led rapidly to an improvement in its condition and character. Its width was reduced from 4 feet 8½ inches, to 3 feet 6 inches (the British Colonial gauge), it was furnished with new stock, and was run on a more orthodox and business-like basis.

This is the brief history of the infant; the chronicles of the adult are naturally more extensive.

The construction of the Government lines was so vigorously pursued, that by 1881, the average open mileage stood at 98½ and the receipts at £173,108.

By 1890, 285 miles were in working, yielding a revenue of £606,713, and by the end of 1900, the length had been increased to 567 miles, producing an unprecedented return of £1,242,281. This is adequate indication of the long strides taken by the Railway to meet the constant and increasing demands upon its resources, but the following abstract of they early working, and the table showing the growth and present proportions of the line, digestively arranged, are deserving of examination.

PRINCIPAL OFFICERS.
NATAL GOVERNMENT
RAILWAYS.



W. H. COBLEY
(Supt. Engineer Construction.)

G. W. REID
(late Locomotive Supt.)

R. W. HARWIN
(Chief Accountant.)

JOHN W. SHORES, C.M.G.
(Engineer in Chief.)
SIR DAVID HUNTER, K.C.M.G.
(General Manager.)

JAMES M. HUNTER
(Assistant General Manager.)

L. BRERETON
(Engineer for Maintenance.)
D. B. DOWNIE
(Assistant Traffic Manager.)

E. B. KIRKMAN
(Stores Supt.)

NATAL GOVERNMENT RAILWAYS.

TABLE SHOWING CAPITAL, MILEAGE, EQUIPMENT, CARRIAGES, TRAIN MILEAGE, REVENUE, EXPENDITURE, &c., &c.

Year	1881	1886	1887	1888	1889	1890	1891	1892	1893
Capital invested on open lines	£1,204,416	2,670,003	2,700,700	2,765,000	3,000,000	3,050,591	4,528,242	5,820,410	6,060,122
Miles of line open (average) ..	98½	105	217½	220½	225	285	342	386	399
Engines ..	19	37	36	44	52	71	73	73	76
Carriages ..	38	66	70	72	85	76	125	118	113
Wagons ..	300	372	402	483	706	783	1,153	1,181	1,225
Other vehicles ..	18	27	41	47	84	107	105	100	84
Number of passengers conveyed	427,699	331,073	331,277	391,513	514,464	641,648	781,300	710,891	610,008
Merchandise and minerals (tons)	171,081	132,650	157,338	191,316	267,104	301,753	380,157	412,728	301,582
Train miles run ..	413,320	542,042	428,266	938,444	1,320,160	1,628,544	1,527,483	1,488,778	1,102,491
Revenue ..	£173,108	148,099	257,877	347,982	535,291	606,713	572,266	532,738	416,015
Expenditure ..	£113,587	137,703	173,932	199,364	360,248	416,396	372,024	395,704	273,869
Net receipts per cent. of capital	£4 18 10	9 8 5	3 2 2	5 7 6	7 16 8	5 4 3	4 8 ½	2 17 5	2 7 1½
Expenses per cent. of receipts	65 61	92 41	67 44	57 20	56 00	68 63	65 00	68 63	65 73
Earnings per train mile ..	8 4 5	5 5 86	7 0 48	7 4 00	8 1 30	7 5 35	7 5 91	7 1 88	6 11 84
Expenses per train mile ..	5 5 0	5 0 86	4 0 31	4 2 68	1 6 58	5 1 32	4 10 45	4 10 95	4 7 11

Year	1894	1895	1896	1897	1898	1899	1900	1901	1902
Capital invested on open lines	£6,078,480	6,117,211	6,236,555	6,588,507	6,050,921	7,297,588	7,808,216	8,528,986	9,271,601
Miles of line open (average) ..	390	401	402½	420½	475	518	567	609	635
Engines ..	91	90	102	117	125	120	140	174	228
Carriages ..	133	176	220	220	220	231	260	305	402
Wagons ..	1,295	1,268	1,614	1,707	1,767	2,084	2,201	2,652	3,052
Other vehicles ..	138	92	94	103	109	99	185	87	210
Number of passengers conveyed	649,136	422,002	808,259	1,030,171	1,224,693	1,128,317	1,013,672	2,422,409	2,805,302
Merchandise and minerals (tons)	339,553	393,379	628,799	686,039	914,507	976,087	1,002,030	1,500,336	1,738,669
Train miles run ..	1,196,824	1,322,604	2,277,106	2,424,152	2,762,429	2,750,955	3,110,499	1,348,609	4,450,557
Revenue ..	£405,872	526,404	1,136,214	1,051,359	686,417	949,100	1,242,281	1,650,355	2,046,116
Expenditure ..	£291,063	278,756	421,090	*583,088	*580,815	*628,042	*801,080	*1,150,026	1,434,023
Net receipts per cent. of capital	£2 10 6½	4 1	11 9 10½	7 2 1½	5 14 1½	4 5 7½	4 9 11½	5 15 12½	6 12 0½
Expenses per cent. of receipts ..	63 12	52 64	37 14	55 40	50 79	60 60	71 73	70 23	70 08
Earnings per train mile ..	7 0 42	7 11 53	9 11 75	8 8 68	7 1 70	6 10 01	7 11 57	7 7 08	9 2 34
Expenses per train mile ..	4 10 06	4 2 58	3 8 47	4 0 72	4 3 24	4 6 87	5 8 55	5 3 06	6 5 33

NOTE.—* Includes £543,608 (distributed over five years) in respect of relaying Main Line from 1894 1901 inclusive.

ANALYSIS OF FLUCTUATIONS.

YEAR.	NET RECEIPTS PER CENT. OF CAPITAL.			WORKING EXPENSES PER CENT. OF RECEIPTS.	REMARKS.
1886	40	8	5	62.41	Year of marked depression in South Africa.
1887	3	2	2	67.44	
1888	5	7	6	57.26	Rush of goods to Johannesburg.
1889	7	16	8	56.90	
1892-4	2	13	8 (average)	65.87	Division of trade owing to opening of railway from Cape Colony to Johannesburg. Transvaal Line opened from Charlestown to Johannesburg—heavy Rand traffic. War period—nearly half of total mileage idle for six months, 1899-1900
1896	11	9	0	37.14	
1898-1900	1	16	7 (")	66.14	

TABLE SHEWING LENGTH AND DATES OF OPENING OF THE RAILWAY LINES WORKED BY THE NATAL GOVERNMENT, AND THOSE UNDER CONSTRUCTION.

SECTIONS.		DATE OF OPENING.		MILE POST.	TOTAL MILEAGE.	NOTES.
MAIN LINE.	Point to Durban	Year,	1860	2	..	1. The whole of the lines are <i>Singde</i> , with exception of six doubled miles at the Durban end.
	" Pinetown	May,	1878	10	..	
	" Botha's Hill	March,	1879	33½	..	
	" Camperdown	October,	1880	49½	..	2. The distance from Port Natal (Point) to Johannesburg is 485 miles. The Transvaal section of the line from the Border to Johannesburg was opened on 1st December, 1895
	" Pietermaritzburg	December,	1880	72½	..	
	" Howick	May,	1884	69½	..	
	" Estcourt	December,	1885	148	..	3. Twenty-three and a half miles of the Harris Smith Branch (from Van Reenen) are in the Orange River Colony.
	" Ladysmith	June,	1886	194½	..	
	" Glencoe	September,	1889	233½	..	
	" Newcastle	May,	1890	276½	..	4. The date of the opening of the <i>Barach</i> Lines is that on which the last section was introduced; the previous sections were opened as completed.
	" Charlestown	April,	1891	306½	..	
	" Border (Transvaal)	December,	1895	300½	300½	
NORTH COAST LINE (Durban to LOWER TUGELA		December,	1898	60½	60½	5. The date of the opening of the <i>Barach</i> Lines is that on which the last section was introduced; the previous sections were opened as completed.
SOUTH COAST LINE (*Extension to EMPANGENI (Zululand Line)		July,	1902	53	53	
BLUFF LINE (S.C. Junct. to NORTH SHEPSTONE		July,	1901	72½	72½	
BRANCH LINES.	" Alexandra Junct. to UMZINTO	August,	1900	61½	61½	6. The date of the opening of the <i>Barach</i> Lines is that on which the last section was introduced; the previous sections were opened as completed.
	" Charmont to WESTS	June,	1898	62½	62½	
	" Thornville Junct. to RICHMOND	December,	1897	17	17	
	" Pietermaritzburg to GREEK TOWN	July,	1900	64½	64½	7. The date of the opening of the <i>Barach</i> Lines is that on which the last section was introduced; the previous sections were opened as completed.
	" Ladysmith (O.R.C. Junct.) to HARRISMITH	July,	1900	64½	64½	
	" Glencoe Junct. to TALANA (Dundee Coalfields)	July,	1892	59½	59½	
	" Glencoe Junct. to BUFFALO RIVER	September,	1889	7½	7½	8. The date of the opening of the <i>Barach</i> Lines is that on which the last section was introduced; the previous sections were opened as completed.
	" Zululand Extension of North Coast Line from Empangeni to Hlabisa	April,	1901	21	21	
	" Coalfields					
	" New connection to the Cape Colony from Maritzburg to Riversdale (boundary)					
Extension of Dundee Branch Line from Buffalo River to Vryheid						
TOTAL:					679 miles.	
47 miles.					162½	
38½					187½	

LINES UNDER CONSTRUCTION.

*Zululand Extension of North Coast Line from Empangeni to Hlabisa

Coalfields

New connection to the Cape Colony from Maritzburg to Riversdale (boundary)

Extension of Dundee Branch Line from Buffalo River to Vryheid

From the earliest days of the Rand up to the year 1892, the Natal Railways conveyed

DIRECT LINE TO
THE TRANSVAAL

the lion's share of the Transvaal trade, which was transhipped at the terminus to the slow and cumbrous ox-wagon. But in that year the Cape Colony obtained direct rail entry into Johannesburg. The result is obvious. Practically the whole of this valuable traffic was diverted, resulting in a fall of 20 per cent. in the Natal Railway receipts. Immediate action was demanded to avert the continuance of this serious loss. To this end the Government exerted its influence to secure the extension of the line from the Natal border to Johannesburg. The then Colonial Secretary (the Hon. Francis Seymour Haden, C.M.G.), and the General Manager of Railways (then the Hon. David Hunter), were appointed by the Governor as delegates to the Government of the South African Republic. The mission resulted in the survey of the line by the Natal Railway Engineers, on behalf of the Republican Government. In 1893, the surveys were completed and presented, consent was given to the execution of the scheme, and by the end of 1895, a line from the border to Johannesburg, 176 miles in length, was opened and bearing again the weighty sustenance of the Rand. In 1896 all previous receipts were doubled.

The pre-eminent advantages of the Natal route to the Transvaal are well known. Its superior geographical position, which places Johannesburg within 485 miles of the Port, enables the journey to be accomplished with the greatest ease, safety and comfort, through beautiful scenery, in 24 hours, and Pretoria in 27 hours—the quickest time of any service. New express corridor, dining and sleeping trains, with coaches 60 feet long, have been built in the latest modern style, most sumptuously appointed, and having every accommodation. These trains are now running with marked success, containing as they do, two and four berth compartments, and saloons *en suite* for families, provided with lavatories, electric light, fans, bells, and accompanied by through conductors.

These subjects have been fully treated in their appropriate places *en route* through

SCENERY AND
ATTRACTIONS

the Colony, but it may be briefly stated here that the Natal System traverses constantly changing panoramas of much scenic beauty and grandeur. The attractions, too, newly amplified by Natal's world-famous battle-fields, are numerous and varied, interesting alike to the settler and to the tourist.

The large complement of rolling stock, upon which is bestowed the most skilful care

COMFORT AND
SAFETY OF
PASSENGERS

and attention, both in erection and in maintaining it in faultless running order, caters for the requirements of first, second, and third class travellers, although the latter class is almost entirely monopolised by the coloured community.

On all passenger trains there are lavatory and toilet conveniences attached to the first and second class compartments, the saloons and carriages are handsomely upholstered and illuminated by electric light, the law of cleanliness is rigorously observed, and that of repose is comfortably met by convertible accommodation either for sitting or sleeping.

Spacious refreshment rooms are situated every thirty to forty miles, and the running times of trains are as nearly as possible arranged to allow passengers ample margin to take their meals at the customary hours. These rooms are under the personal management of the contractor, Mr. C. W. Tomkins, which is a guarantee of the excellence of the *cuisine* and all pabular pertainments. Everything, indeed, is done to render a journey over the Natal Government Railways one of safety and comfort.

IMPROVEMENTS

Natal has done much during the last few years to improve and strengthen the condition, equipment, and controlling forces of efficiency and safety of her railways, and although it does not come within the province of this work to detail these accomplishments, yet it can be accepted that they will enable her to manipulate with the utmost facility, security and despatch, the large traffic landed on her shores, and derived from internal sources.

INDUSTRIES AND DEVELOPMENTS

We have but to watch the heavily-laden trains speeding daily from the Port with stores and provisions, machinery, and all kinds of material, for the two new sister-colonies and their industries and developments, to be assured of the realization of the pronouncement that "the termination of the War will be the signal for developments in South Africa under happier and more stable conditions than have ever previously existed."

Mineral districts especially, which a few years ago were starving for want of capital, and others whose known wealth could neither be wooed nor won, will eventually be developed and other businesses and industries dependent and independent of the Mining world will spring up providing employment for thousands of ready men.

RAILWAY EXTENSION WORKS are now being prosecuted in all directions, and many others are in embryo, as the reader will readily perceive on referring to the general map. The next few years should witness a marked increase in the railway mileage, tapping good mineral, agricultural, and industrial districts, and generally opening up the resources of rich and extensive territories, not only in Natal, but in those of her near neighbours.

The most ambitious of all the schemes is that of an ALTERNATIVE TRUNK LINE THROUGH NATAL, in order to place the Transvaal within the quickest possible access of the Port. The capabilities of the existing railway are of course very great, but the increasing up-country and Hinterland trade, and the larger coal-mining operations are factors which have to be grappled with, and though there is no present fear of this traffic exceeding the carrying capacity of the present line, the benefits to be derived from an improved route, both commercially, industrially and financially, are undeniable.

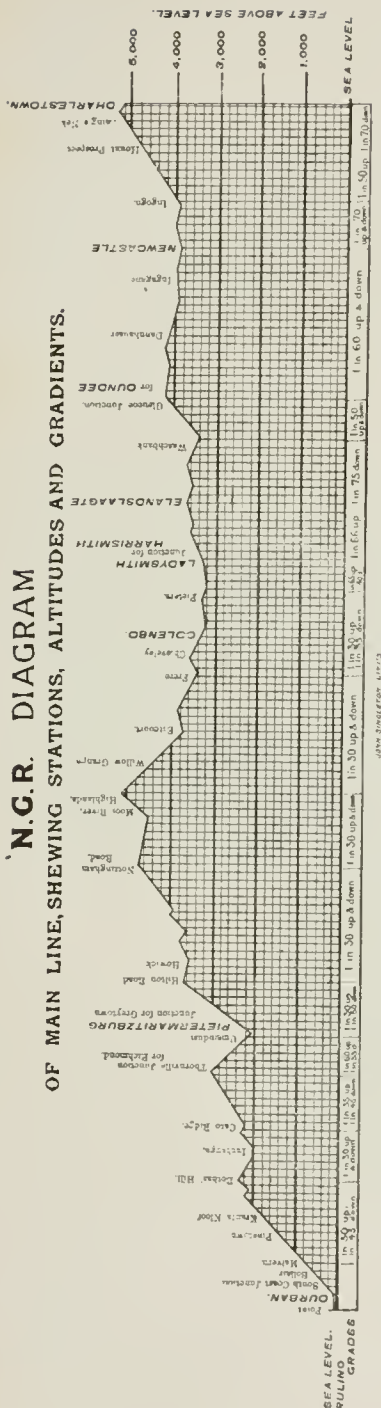
The construction of an Overhead railway from the Point to Durban, in order to avoid the street level crossings—which are an evident source of danger where electric trams are in vogue—is another scheme which is highly favoured, and may be *un fait accompli* before many years are past.

The extensions which have taken practical shape, or received the necessary sanction, and which, when completed, will operate most beneficially in the developing of new settlements and lands, and in more closely uniting and fostering the commercial interests in the Orange River Colony, Cape Colony, and Natal, are the branches from Harrismith to Bethlehem, Bloemfontein, and possibly Kimberley in the one direction, and the New Cape Connection—leaving the Natal trunk line at Pietermaritzburg and effecting a junction at Riverside on the Cape border—in the other: this latter will shorten the existing route considerably.

The extensions to Zululand and Vryheid, which are now being pressed forward to a point of completion, will also open up new and valuable territories.

In addition to the foregoing, SURVEYS have been carried out, having for object the possible construction in the future of lines—to the Mid-Illovo and Upper Tugela districts, branching from the main Line at Manderston and Ennersdale respectively;

'N.G.R. DIAGRAM
OF MAIN LINE, SHEWING STATIONS, ALTITUDES AND GRADIENTS.



to the Impendhla, Ipoleta, and Ixopo divisions radiating from the Natal-Cape line; and through Alfred County as a continuation of the South Coast Branch, while the surveys of the Trunk line to ascertain whether a second line can be run along, or near to, the route of the existing one, as an alternative scheme to the suggested independent line, are engaging attention.

PRACTICAL WORKING.

IN these days of a-mile-a-minute travelling upon pancake-like tracks in other lands, the duration of the journeys, and the shortness of the trains on the Natal lines will strike the visitor as singularly

SOME DIFFICULTIES

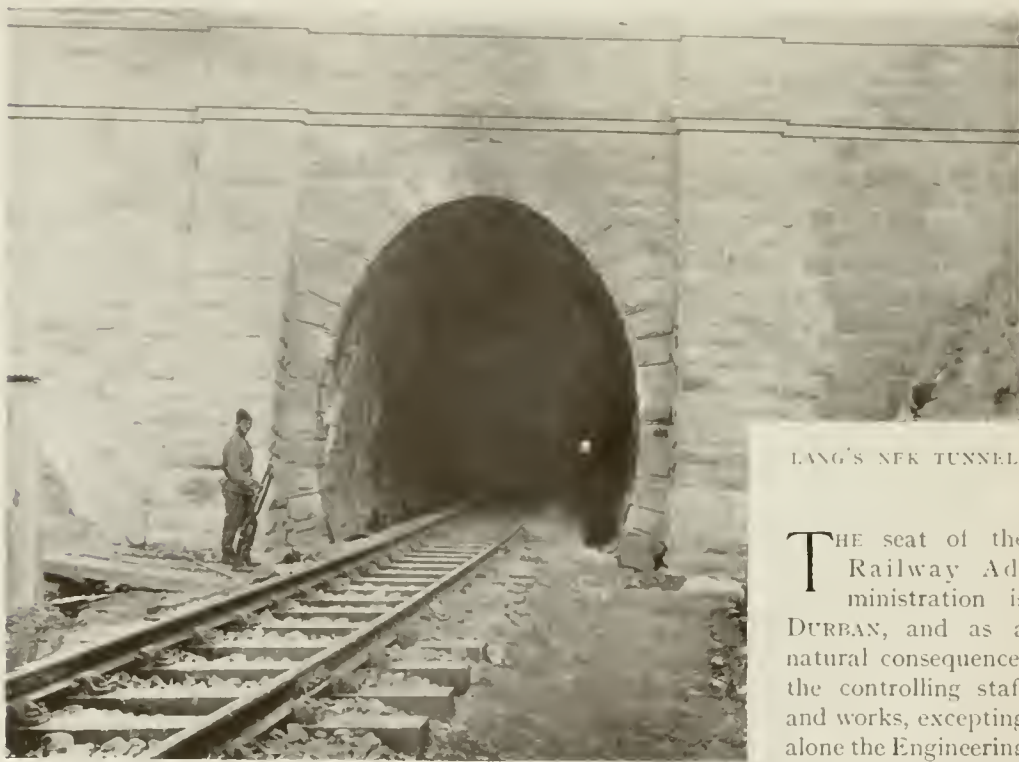
strange until he becomes acquainted with the extreme irregularity of the country. He will then appreciate the many physical difficulties which have to be surmounted. Natal is so mountainous in formation throughout its length and breadth that the serrated course of the railways is inevitable, and so frequent and extreme are the risings, twistings, and fallings of the Main line between the Port and the Border, that it can be likened to a long and writhing switchback. Looking at the gradient profile—an excellent outline study of the Drakensberg indeed—it will not be difficult to comprehend that every person and every parcel carried between Durban and Charlestown has to ascend in the aggregate over 12,600 feet (equal to nearly two-and-a-half miles of a vertical elevation)—crossing altitudes in sections of two, three, four, and even five thousand feet above the sea, which when gained are often lost again, and have to be recovered. The branches are all more or less similar, the Harrismith line the more nearly approaching the Main line in its acute formation, except that it rises for thirty-six miles to Van Reenen without a fall. In the vicinity of this station the highest rail elevation in Natal is attained—5,520 feet above the sea. Taking the total length of the lines in Natal—over 670 miles of a single track: a serious obstacle to quick working in itself—not a tenth of it is on the level. The ruling gradient and curvature between Durban and Ladysmith are exceptionally severe, viz., 1 in 30, and 300 feet radius respectively, and these are frequently found in combination. The Main line north of Ladysmith possesses slightly easier gradients of 1 in 50-60.

It will therefore be apparent that such conditions

of working not only minimise the average speed, involve the frequent alteration of loads, cause many stoppages, and necessitate numerous watering places to feed the tank engines which have to be employed to reduce the "dead weight," but raise up many other hindrances not commonly experienced in railway working.

With all these regards it is a matter of no little surprise that the railways have been, and continue to be so profitably worked, especially when it is also considered that until a year or two ago the greatest weight that could be hauled by the heaviest locomotive up the steepest portions of the line, was but 137 tons gross or 80 tons net paying traffic. Before passing from this subject, however, mention should be made of the new "Reid" engine, complimentally named after its designer, the late Locomotive Engineer. This machine is possessed of 50 per cent. greater capacity all round than the largest engine previously in use.

The grades and curves are also being improved and additional crossing stations provided to concede all possible assistance in the more rapid transport of the largely increasing traffic.



LANG'S NER TUNNEL

THE seat of the Railway Administration is DURBAN, and as a natural consequence, the controlling staff and works, excepting alone the Engineering Department, are

PRINCIPAL BUILDINGS,
WORKS, DEPARTMENTS, &C.

gathered there. It is hardly necessary to say that the Works, both architecturally and industrially, are imposing pillars of the town. Much might be written of their quick growth, and the increased activity within the present edifices, but the following brief description will probably convey a round impression of the general capacity and operations.



DURBAN CENTRAL STATION BUILDINGS

The Exterior will shortly present a handsome treble-storeyed, triangular structure, with a frontage of 117 feet to Pine Street, and 127 feet to Railway Street. The main entrance is from the former, and the exit into the latter street. The upper floors are assigned to the principal departmental offices. Interior: The Booking Office faces the principal entrance, and the vestibule leads in a direct line to the main platforms, flanked by the refreshment bar, dining, waiting, retiring and cloak rooms, lavatories, station-officials' offices, and book-stalls, all most conveniently arranged and equipped.

THE PASSENGER STATION

The Passenger Station proper is arched by a roof supported on brick side-walls 20 feet high, having a clear span of 105 feet, a length of 210 feet, and a centre height of 56 feet. There are two asphalted peninsula-like platforms, 350 feet long and 25 feet wide. Both platforms are provided with a line of rails one each side, and a fifth line, used for carriage storing purposes, runs in the centre. These lines terminate in dead ends with buffer protections, and are backed by one large centre screen, and two small side screens, which face the intending traveller as he approaches from the direction of the booking-hall, the middle one giving all necessary information with regard to the trains.

These workshops are situated on the right hand side of the line, opposite the goods

LOCOMOTIVE, CARRIAGE, & WAGON, AND ELECTRICAL DEPARTMENT

depot, a little way back from the main station. As may be imagined, they cover a considerable area, and

comprise every department necessary for the construction, repair, and renewal of the large engine-and-rolling stock employed in the working of the lines. If the visitor has time and inclination, an hour or two may be profitably spent in a tour through the various workshops, accompanied by an intelligent guide.

At the end of December, 1902, the whole stock of the Railway comprised 228 engines, 402 carriages, 3,052 wagons, and 219 other vehicles, while 30 engines, 48 carriages and 162 wagons were under order or construction.

ENGINES & ROLLING STOCK

The heaviest engine, the "Reid," weighs 60 tons and can haul 205 tons gross up a 1 in 30 grade, and round curves of 300 feet radius. The largest carriage is 60 feet long, weighs 30 tons, and can accommodate 22 through passengers. The largest wagon is 36 feet long, weighs 16½ tons and carries 35 tons nett.

The operations of the Electrical Department are far reaching. Nearly all the principal yards, stations, offices, shops, and trains on the line are thus lighted at night. Electric power is shortly

ELECTRIC LIGHT AND POWER

to be utilized in driving machinery and also in many other directions. It is now being used for the working of powerful cranes, each with a lifting capacity of 35 tons, and two of which are able to pick up bodily the heaviest locomotive.

A few facts and figures relative to this important branch of the Railway service may not be without interest.

A FEW FACTS AND FIGURES

In all the works and engines Natal coal is used. This is found to be by far the most economical. New and extensive "Running" sheds in which all engines are prepared for their journeys, and attended to on their return, have recently been erected at Greyville and Pietermaritzburg.



BOTHA'S HILL CUTTING

Pietermaritzburg Station Yard



Umbilo Bridge

The Locomotive and Carriage and Wagon Works maintain the largest number of skilled employes in Natal. The training obtained therein is unquestionably the best in the Colony, and much in request by the sons of the working classes. The average is one apprentice to three journeymen, and the period of apprenticeship is five years. The hours of working are $8\frac{1}{2}$ per ordinary day, and $5\frac{1}{2}$ on Saturdays, or 48 hours per week.

The total number of European men and boys employed in the locomotive, carriage, wagon, and electrical departments is 1,765; Indians, 595; Kafirs, 679; while in addition no fewer than 713 Europeans are employed in running locomotive engines.

This large portion of the railway anatomy comprises so many works of various kinds and purposes, that it is only possible to enumerate the more important of the skilful achievements in surmounting the physical peculiarities which obtain in every part of Natal:

ENGINEERING DEPARTMENT

e.g., the precision and solidity of the permanent way at all points; the difficult cuttings through the massive rocks at Botha's Hill and on the Berg; the fine river bridges at Umbilo, Estcourt, Colenso, Ladysmith, Waschbank, Ingagane, on the main line, the Umkomaas and Ifafa bridges on the South Coast line, and the largest and newest of all, the magnificent bridge across the river at Lower Tugela; the ingenious "reversing" stations by which the trains climb in zig-zags the Ingogo Heights and that portion of the Drakensberg which intersects the Harrismith line; and, not least of all, the Lang's Nek tunnel, 2,213 feet long. The safe and efficient maintenance of the line also receives the greatest solicitude at the hands of this department.

The total engineering and maintenance staff numbers 487 Europeans, and about 2,000 Indians and Kafirs. For many years past the headquarters of the Department have been at Pietermaritzburg, and the control of its important ramifications has now become so extensive, that new offices are shortly to be erected at a cost of over £30,000.

After Durban, the principal stations are Maritzburg, Ladysmith, Newcastle, and Charlestown. The last-named is the busy point

OTHER DEPARTMENTS,
STATIONS, AND DEPOTS

of traffic exchange with the Transvaal line. At each of these places there are large goods sheds, but naturally the most extensive areas of merchan-

dise accommodation are at Point and Durban, where long lines of shedding and sidings



are continually in use. Locomotive depots are established at Maritzburg, Ladysmith and Charlestown, with District foremen in charge; also minor engine-sheds at intermediate points.

An efficient European and Coloured Police Staff is distributed throughout the line for the maintenance of order, and the detection of any crime.

The Stores and Accountant's Departments are also big factors in the Railway Service.

The General Manager is assisted by an Assistant General Manager, Assistant Traffic Manager, and a loyal and energetic staff.

GENERAL MANAGEMENT AND DISTRICT SUPERVISION

which has assumed large proportions within the last decade. To secure the best working of the traffic and the most satisfactory main-

tenance of the line, the Railway is divided into four districts, the centre of each being Durban, Maritzburg, Ladysmith, and Newcastle respectively. At these places District Traffic Superintendents are located, while Inspectors of the Permanent Way are stationed at these and a number of other points in addition.

There exist a number of excellent institutions for the promotion of sociability, instruction, and personal benefit amongst the Railway staff. The Athletic Clubs. Literary Association and Library. Art School. Building Society,

SOCIAL INSTITUTIONS. &c.

Savings Bank, etc., have large memberships, and it is a pleasure to record that all classes of the Department's employes mix together on the friendliest terms.



CARRIAGE OF
100-LB. GUN
CONSTRUCTED
IN N.G.R.
LOCO. SHOPS

THE WAR PERIOD.

FOR nearly three years the energies of the Natal Railways were continuously absorbed by the necessities of the great Boer War. The assistance rendered by these lines during the extreme crisis of the first twelve months has already been recorded in other publications, and although it is only possible to retail here fragmentary

incidents of the railway operations throughout the campaign, yet these will enable the reader to conceive the magnitude of this assistance.

The Railway Department throughout the War conducted the transportation of troops with astonishing despatch, the whole of the working arrangements being retained in its own hands.

The following is a summary of the Military Traffic dealt with *in addition to ordinary passengers and goods*, from the date of anticipation of the War, until the signing of the terms of surrender on the 31st May, 1902.

**MILITARY
TRAFFIC**

**SUMMARY OF TROOPS, GUNS, VEHICLES, BAGGAGE,
ANIMALS, SUPPLIES, INVALIDS, Etc.,
CONVEYED OVER THE NATAL GOVERNMENT RAILWAYS,
FROM 26TH SEPTEMBER, 1899, TO 31ST MAY, 1902.**

Officers and Men and Prisoners of War	..	..	347,231
Women and Children, including Boer Refugees	..	..	79,716
Natives and Indians	..	..	26,327
Vehicles..	..	..	6,430
Guns	..	..	454
Ammunition (boxes)	..	..	9,784
Baggage and Stores (tons)	..	..	9,684
Pontoons	..	..	48
Traction Engines and Carriages	..	..	84
Supplies (tons)	..	..	618,243
Hay and Forage (tons)	..	..	176,758
Firewood, Coal, etc. (tons)	..	..	56,048
Live Stock (head)	..	..	398,910
Number of Invalids; Officers and Men	..	..	68,912

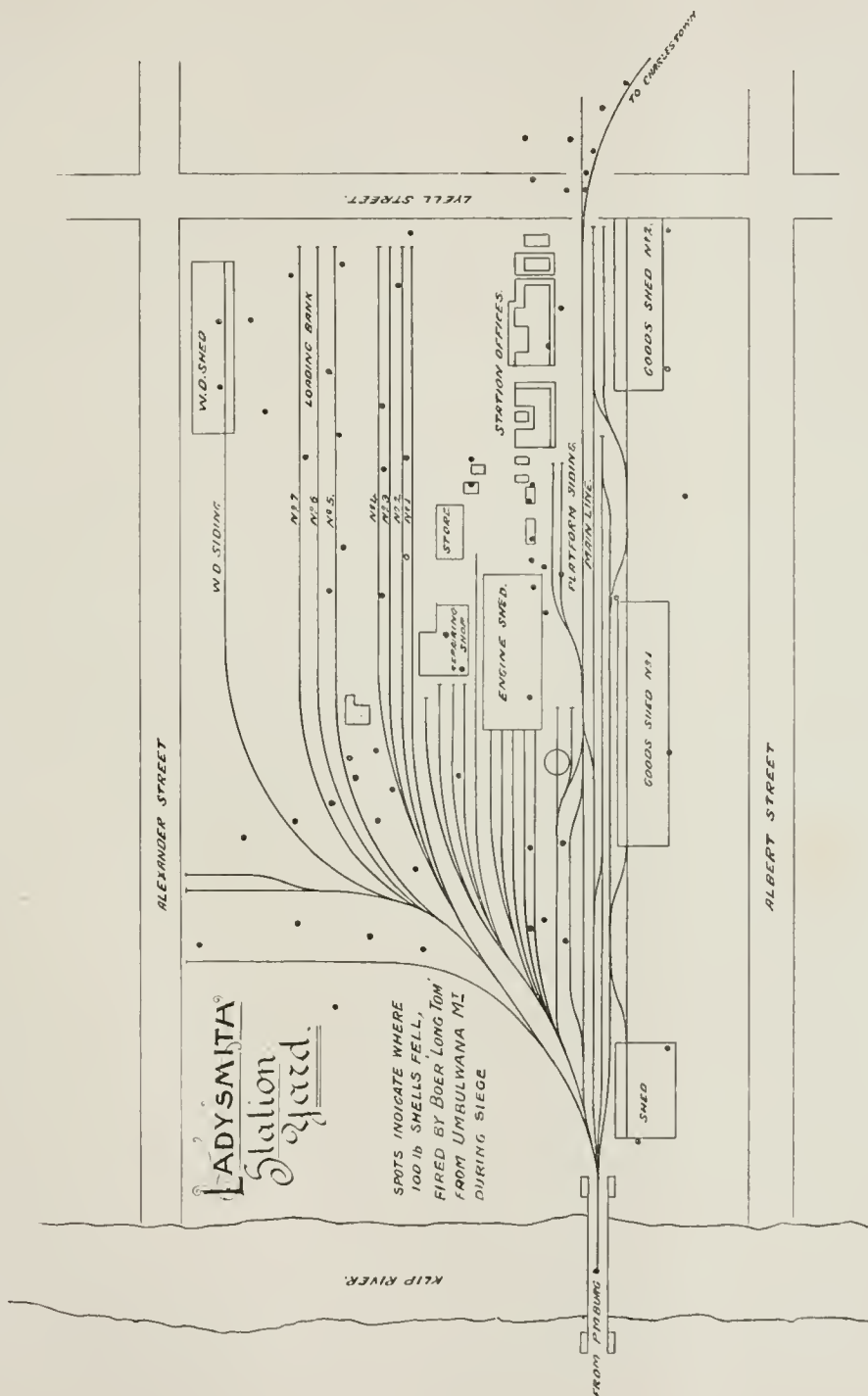
The subjoined extract from the report of the General Manager for the twelve months ended 31st December, 1901, will illustrate the conditions under which the Railways were worked during that year and previously:

"The year has been one of unceasing activity, and the whole resources of the Department have been brought into operation to meet the requirements of the Military Authorities and the public. The tonnage of traffic loaded up at Point and Durban during the twelve months 1901 equaled 515,793, or an increase upon the work done for the twelve months anterior to the War of 221,281 tons. The Military Authorities have made very large use of the Natal Railway System for the transport of supplies to the Transvaal, and the number of live stock falling to be conveyed over the Main Line for the Military has been of exceptional magnitude, and, during the latter months of the year, of unbroken continuity."

"At the earlier stages of the War the mileage to be traversed with stores only represented little more than half the mileage of the Main Line. When the enemy was driven beyond the Border, and communication with the Transvaal was re-established, a large quantity of stores was sent over the Main Line for the main body of the army. The recovery of the line to Harrismith

shortly after added to the tonnage conveyed over the system, and during the year just closed the feature of the Military traffic has been that the bulk of the tonnage was conveyed over the whole mileage to Charlestown in the one direction, and Harrismith in the other."

**THE EARLIER STAGES
OF THE WAR**



SERVICES OF THE
RAILWAY DEPARTMENT

In connection with the actual operations of the War, the Department adapted six armoured, and three ambulance trains; found the necessary equipment for the latter; erected the "Princess Christian" hospital train; wired and lamped the hospitals at four different centres, and supplied them with electric current, as well as that used for the X-rays apparatus. Also prepared special carriages for the 6-inch and 4.7 guns; mounted the electric search-light apparatus with engine, dynamo, etc.; supplied 30,000 troops at Colenso with water; found the plant and fuel for condensing water from the Klip River, Ladysmith, for 20,000 persons during the four months' siege; allotted and arranged a portion of the goods-shed as the Base Medical Stores at Durban, and fitted up vans to follow the army with reserve medical supplies. The Department's Engineering Staff speedily restored, or temporarily provided—not only on the Natal lines, but for over 100 miles on the Transvaal system after crossing the Border until the time the two British forces met—72 bridges and culverts, varying in length from 15 to 600 feet, 32 different portions of permanent way, many water-tanks, etc.; effected a clearance through the Lang's Nek Tunnel, and constructed several miles of new railway, sidings, and extensive deviations. The Natal Railway Pioneer staff also advanced with General Buller and worked the Netherlands Railway as far as Greylingstad, 100 miles beyond Charlestown, until the line was taken over by the Imperial authorities on the 15th August, 1900.

For nearly six months—up to the relief of Ladysmith—the Natal lines were robbed of about 40 per cent. of their total mileage, and a quantity of their stock. Upon the clearance of the enemy from Natal and the south-eastern portion of the Transvaal, large supply depots were formed at Newcastle, Volksrust, Standerton, and intermediate points; and, on the joining of the two main portions of the British Army at Heidelberg, the greater proportion of the stores for the forces in the Transvaal was conveyed *via* Natal, and this continued unceasingly until the termination of hostilities. The engines and wagons required to move this enormous traffic monopolised not less than 75 *per cent.* of the then total locomotive rolling stock. As will thus be seen, but 25 per cent. of the Department's strength was available for civilian traffic, and it is a pleasurable reflection that the public endured the inevitable with praiseworthy loyalty. It should also be recorded that fully a quarter of the most serviceable carriage stock was withdrawn from regular traffic and converted into the three ambulance trains at the beginning of the war.

This was another of the earlier drawbacks against which the railway had to contend.

SERVICES OF THE
STAFF

The inestimable aid rendered by the Railways of Natal received the testimony of the several Commanders-in-chief, as well as the heartiest universal appreciation. The yeoman, and in not a few cases, the heroic services of the Department's faithful servants have been freely commended, and the crowning recognition of the King in conferring the honour of knighthood upon the General Manager, may also be interpreted as conveying His Majesty's gracious remembrance of the devoted labours of the Staff.

FINIS.

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